

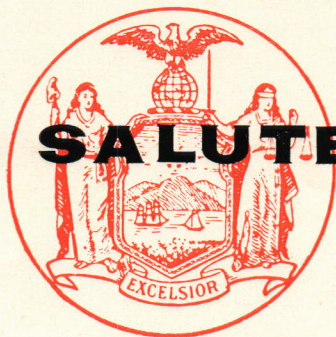
THE **INTERNATIONAL**
Teamster

OCTOBER 1954



**TEAMSTERS MOVE
IWO JIMA STATUE
TO ARLINGTON
NATIONAL CEMETERY**

TEAMSTERS SALUTE NEW YORK



A popular song of a decade ago ended with the warning, "When you leave New York, you don't go anywhere."

Partisan residents of other states will, of course, deny the accuracy of this statement. But it expresses perfectly the pride of New Yorkers in the state that has a little of everything.

In fact, economic statistics show that there are a great many things of which the Empire State has far more than its share. One of these is population. Standing only 29th among the states in area, the state of New York has nearly 300 persons per square mile. The densely-packed New York City area alone contains one resident for every 120 square yards, not including the countless commuting workers. At the last census, New York City had 7,892,000 residents, and the state as a whole had a population of 14,830,000.

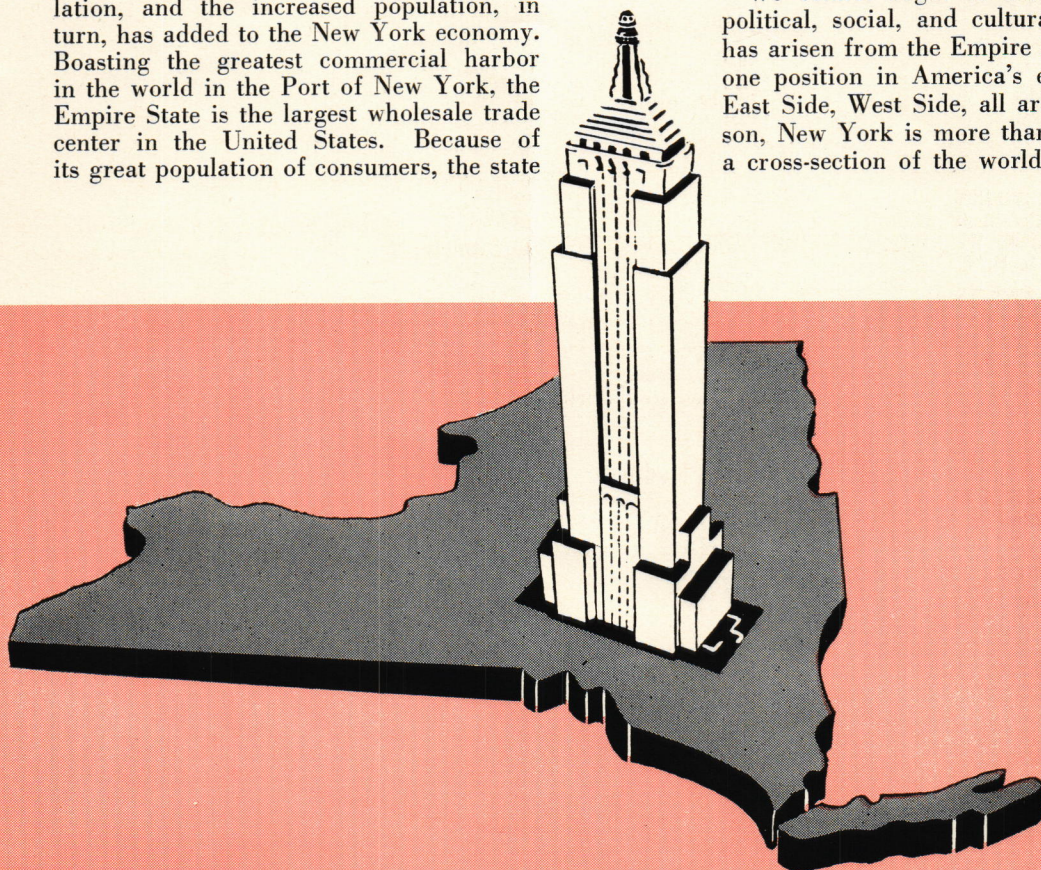
The importance of New York as an economic center has increased the state's population, and the increased population, in turn, has added to the New York economy. Boasting the greatest commercial harbor in the world in the Port of New York, the Empire State is the largest wholesale trade center in the United States. Because of its great population of consumers, the state

also has no equal in retail selling. The value of the retail trade in New York City alone was estimated at \$8 billion in 1948 and has been constantly growing. The city is also the number one manufacturing center of the nation.

Because of the population factor and the importance of its manufacturing, the place of New York in agriculture is often greatly underestimated. Upper New York is an area of fertile fields and rolling hills, and the abundant soil is put to good use. The state ranks 11th in the annual value of agricultural produce, more than half of its total coming from the dairying industry. Mining, while of lesser importance, keeps many workers busy throughout the state.

Amid this massive flurry of sales, manufacture, agriculture, and mining, the Teamster plays his vital role, furnishing the indispensable link between production and consumption.

We cannot begin to describe here the political, social, and cultural growth that has arisen from the Empire State's number one position in America's economy. But East Side, West Side, all around the Hudson, New York is more than a state—it is a cross-section of the world.



GENERAL EXECUTIVE BOARD

DAVE BECK

General President
100 Indiana Ave., N. W.
Washington 1, D. C.

JOHN F. ENGLISH

General Secretary-Treasurer
100 Indiana Ave., N. W.,
Washington 1, D. C.

D. J. MURPHY

First Vice President
4141 Forest Park Blvd.,
St. Louis, Mo.

JOHN J. CONLIN

Second Vice President
69 Jefferson St.,
Hoboken, N. J.

SIDNEY L. BRENNAN

Third Vice President
706 First Ave., N.,
Minneapolis, Minn.

JOHN T. O'BRIEN

Fourth Vice President
4217 S. Halsted St.,
Chicago, Ill.

FRANK BREWSTER

Fifth Vice President
552 Denny Way,
Seattle, Wash.

THOMAS L. HICKEY

Sixth Vice President
325 Spring St.,
New York, N. Y.

WILLIAM A. LEE

Seventh Vice President
133 S. Ashland Blvd.,
Chicago, Ill.

JOSEPH J. DIVINY

Eighth Vice President
25 Taylor St.,
San Francisco, Calif.

JAMES R. HOFFA

Ninth Vice President
2741 Trumbull Ave.,
Detroit, Mich.

EINAR MOHN

Tenth Vice President
100 Indiana Ave., N. W.,
Washington 1, D. C.

HARRY TEVIS

Eleventh Vice President
535 Fifth Ave.
Pittsburgh 19, Pa.

TRUSTEES

JOHN ROHRICH

2070 E. 22nd St.,
Cleveland, Ohio

PAUL D. JONES

846 S. Union Ave.,
Los Angeles, Calif.

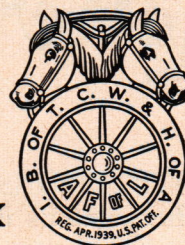
JOHN BACKHUS

1033 W. Girard Ave.,
Philadelphia, Pa.

DANIEL J. TOBIN

General President Emeritus
100 Indiana Ave., N. W.,
Washington 1, D. C.

THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of
Teamsters, Chauffeurs, Warehousemen and Helpers of
America, 100 Indiana Ave., N. W., Washington 1, D. C.

VOL. 51

OCTOBER, 1954

No. 10

CONTENTS

General President's Letter.....	2
Canada Organizing Tempo Stepped Up.....	5
Eastern Conference Sessions Set.....	7
Joint Council 32.....	8
Editorials	14
Teamsters Move Famed Iwo Jima Statue.....	16
Age of the Mechanical Monster.....	18
T-H Oppression Gains Momentum.....	21
Brotherhood Seeks Mail for Trucks.....	24
New Products.....	29
Teamster Topics.....	30

17 17

POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)

Letter from General President **DAVE BECK**

INVESTIGATIONS in union welfare funds will continue to make headlines in the nation's newspapers in the months to come. At present three congressional committees have investigations under way. In some areas state investigations are going on and in others grand juries are meeting.

In some of these investigations—too many, I fear,—there will be an attempt to discredit and destroy the welfare fund principle or play politics with it. I am certain that this attempt to discredit and destroy the welfare fund principle will not succeed—and does not deserve to succeed, for welfare funds give a measure of security to the workers and their families which is basically sound.

The present welfare fund investigations in some ways resemble investigations in affairs of the Federal Housing Administration. The principle underlying FHA was 100 per cent sound when the law was first enacted to meet emergency economic conditions. The law helped to stimulate housing sorely needed by the people of America. Unfortunately, the law and the procedures were abused by hungry, greedy people. It is sound policy to investigate FHA, but not for political objectives. It will be interesting to see if rents to tenants are reduced in the instances where fictitious investment capital was filed upon which rental structures are set, and if the Government will prosecute to secure refunds to tenants.

Investigations in FHA affairs have disclosed that unscrupulous contractors and real estate manipulators took advantage of the FHA to make what have become known as huge “windfall” profits. Some of the FHA staff have even been accused of collusion with these unscrupulous builders to advance profits at the expense of the Government—which is to say also at the expense of the taxpayers. Nevertheless, FHA was based on a sound principle and we should not lose sight of that fact. Do not forget either that every bank will, upon investigation, disclose bad loans. Will the Government prosecute holders of guaranteed mortgages where fictitious values were the basis of loans?

The point of view which is focused on the soundness of principle also holds for union welfare funds. Welfare funds are sound in principle. These funds contribute to the security of the worker and his family. Today the worker has life insurance and protection against catastrophic illness. No longer is a family wiped out when serious illness strikes the worker or a member of his family. This measure of security represents an untold blessing to American working men's families.

But welfare funds must be operated and administered honestly and efficiently. Like Caesar's wife welfare fund trustees must be above reproach. Welfare plans must be sound financially; they should be handled by well managed, sound companies. This does not mean that new companies are not entitled to participate in welfare fund business. After all, we are not against

the development of new enterprises, but it must be emphasized that local union and management representatives must consider with great care the companies which they select.

Moreover, it is also proper for local unions to participate in the administration of a welfare fund which does not use an insurance company, but the same safeguards of honest and efficient administration must prevail in these situations; the interests of the membership are paramount. There should be no excessive commissions; retention rates should be fair; administration costs should be kept low. We must always remember that these plans, regardless of the detailed procedure set up, must meet the test of time. We must also keep in mind that, in every instance welfare plans are negotiated in lieu of wages and, therefore, the money comes from the wage-earners.

In writing these comments to our membership, I want also to speak out firmly and emphatically to the employers. The employers sought enactment of the Taft-Hartley act. As a result of their efforts, the law of the land makes it mandatory that "employees and employers are equally represented in the administration of such fund."

The Taft-Hartley act provides that the welfare funds be jointly administered. But we must remember that there is a joint management-labor responsibility for the fair and honest administration of such funds and there are criminal penalties provided for violation of the act. I emphasize my view that the employers who sought the law must take a greater share of responsibility if welfare funds are abused or misused—they are also the culprits. This however, does not excuse the union leader who may become involved in mishandled administration. Nevertheless, it is the employer as a trustee with equal power with labor trustees who owes a responsibility to the recipients of welfare payments for an equitable and honest administration of the welfare fund. Let me emphasize, under the law, it is a joint responsibility.

From the headlines and reports of investigations we have seen an unfortunate tendency on the part of newspapers and congressional committees to focus the investigations on the labor side—labor always seems to be a target. It is time that there be some sense of value and proportion in both the investigations and the reporting on them. It is time that employer trustees were called to account—or will the employers argue that they have been "pressured" and are compelled to "go along"? If such is the case, this is an object admission of weakness as well as corruption or will they connive or neglect their obligations, then seek to escape their responsibility by becoming avenues of information against their associates?

The union, regardless of the employer's acts or attitude, has a responsibility to its membership. In the minds of a great many people the integrity of the International Union is involved whenever a congressional committee or a newspaper report focuses attention on a local situation, regardless of what the merits or the facts of the situation may be. The International, it seems to me, has a moral, if not a legal, responsibility to the membership on the welfare fund matter. Welfare funds issues could involve strikes and pickets and strike benefits. Welfare funds will become more extensive and will grow in their importance in the collective bargaining relationship.

The International with its responsibility for the membership must be an interested party, but I emphasize that this administration desires in no

way to interfere with the autonomy of local unions in the choice of a welfare plan or in its administration or in its choice of insurance companies or in the non-use of insurance companies. These matters are entirely up to the local unions except where evidence through constitutional procedure shows dishonesty or other overt acts of administration.

In my opinion, welfare plans should be approved by the International Union. It should be made certain by the International that there is nothing in a plan pending adoption which will bring discredit to the International or to any of its affiliates. Last February your General Executive Board discussed the welfare fund situation. Board members were aware that welfare funds are growing in size and importance in labor unions and are becoming more important in the collective bargaining relationship and would become the object of investigation—in many cases by political demagogues and headline hunters.

In the discussion we had at the General Executive Board meeting in Miami, Fla., I said:

"I don't think there is anything in the conduct of the International Union at the present moment which must be given as careful and keen attention as the welfare, retirement and insurance fund question . . . the International Union must screen the plan and ascertain that there is nothing in the conduct or set-up of these plans that in any way, shape or manner smacks of racketeering or subterfuge of any kind or character which would divert the resources of local unions into illegitimate channels."

I have given this matter of welfare funds and the relationship of the International to it earnest thought and it is still my feeling that a constitutional amendment will be necessary to provide for International approval of the principles and procedures embodied in the welfare fund or plan. Such an amendment, in my view, would protect the autonomy of our geographical conferences, joint councils and local unions but at the same time it would protect the interests of the membership and the International. We do not have such clear constitutional authority now vested in the General President or General Executive Board.

There will probably be charges that will make newspaper headlines that racketeering exists in our ranks. I have made my position clear on many occasions. We will not tolerate racketeering; we must stamp it out with every legal instrument at our command. At the same time, I will not be panicked or pushed by headline hunters or headline writers into violating constitutional, judicial rights of our members as defined by the United States Constitution and the Bill of Rights. Nor will we allow the subversion of the great principle of welfare which is the objective of many of those who are now raising the hue and cry of maladministration of welfare funds.

We can well point with pride to the hundreds and hundreds of welfare funds in existence in our union which provide benefits and which have a record of rigid honesty and fair administration.

Fraternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is stylized with a large, sweeping "D" and a long, horizontal stroke extending to the right.

CANADA ORGANIZING TEMPO STEPPED UP

A STEPPED up tempo in Teamster organization in Canada is under way as the result of plans made in field sessions followed by steps being taken by the International Union and area conferences. The following are the developments in the Teamster situation in Canada:

1. The kick-off of the drive for stepping up organization work took place in a two-day Canadian Conference of Teamsters at Regina, Saskatchewan, August 21-22. This meeting was held too late for a report of the sessions to appear in the September INTERNATIONAL TEAMSTER.

2. A coordinating committee was named and a strong resolution adopted pledging action north of the border.

3. Allocation of Canadian provinces was made with respect to co-operating area conferences — Eastern, Central States and Western Conference of Teamsters.

4. Canadian organizers and representatives are now carrying the word to Teamster locals throughout Canada, explaining the program of organization, conference cooperation and trade division organization methods.

5. General President Dave Beck has given a strong pledge of assistance for a continuing program throughout the Dominion of Canada.

50 REPRESENTATIVES

When more than 50 Canadian Teamster local representatives met at the Fort Saskatchewan Hotel at Regina August 21 with a delegation of International officers from Teamster Headquarters, Washington, D. C., the event marked the first time that a conference of all Canadian Teamster locals had ever been held.

President Beck in calling the Canadian conference had indicated a strong interest to stimulate organizing efforts. He underscored his desire by sending to Regina a team of topflight officials which included

Vice President James R. Hoffa, Detroit, Mich.; Thomas E. Flynn, director of the Eastern Conference of Teamsters; Harold J. Gibbons, acting director of the National Warehouse Division and secretary-treasurer of the Central States Conference of Teamsters; Dave Kaplan, chief economist of the International; Lewis C. Harkins, director of the National Cannery Division, and Sam Baron, warehouse division organizer.

OFFERS BEST WISHES

Mr. Flynn was chairman of the two-day meeting and brought to the delegates the greetings and expression of best wishes from the General President. Mr. Flynn and his colleagues conferred on the night before the formal meetings with I. M. Dodds and Harry Bonnell, Canadian leaders, concerning problems to be discussed in the two-day session.

President Beck had recommended allocation of territory for organization purposes with the area conferences of the United States:

The Maritime Provinces and Que-

bec will be part of the Eastern Conference of Teamsters.

Ontario and Manitoba will be part of the Central States Conference of Teamsters.

The three western provinces, Saskatchewan, Alberta and British Columbia, will be part of the Western Conference of Teamsters.

Each member of the International group spoke to the Canadian Teamsters, explaining his particular field or area of interest. Questions from the floor added to the informative value of the addresses.

DESIGNATE COMMITTEE

One of the chief developments of the two-day meeting was the designation of a Canadian Coordinating Committee for the three great areas — East, Central and West.

For the East the two members are Lucien Tremblay, Local 106, Montreal and Lawrence Banks, Local 927, Halifax, Nova Scotia.

For the Central area the two members are Joseph DesLauriers, Local 979, Winnipeg, Manitoba, and Tom Lees, Local 647, Toronto, Ontario.

For the West the members are Robert Scott, Local 8, Calgary, Alberta, and Joseph Whiteford, Local 213, Vancouver, B. C.

The designation of the Coordinating Committee and the passage



Prior to the six-day national convention of the TLC which was held in Regina, this group of Canadian and U. S. Teamster officials conferred. From left, seated, they are Lew Harkins and Thomas Flynn, Washington, D. C.; James Hoffa, vice president from Detroit; Harold Gibbons of St. Louis. Standing are Harry Bonnell, Vancouver; David Kaplan, Washington, and I. M. Dodd, Canadian representative.

of a strong resolution which is virtually a blueprint for action in Canada marked the climax of what many believe is but the first of a series of successful meetings which will be held by Canadian Teamsters.

During the program sessions the visitors from International Headquarters outlined the practices and experiences which had been successfully followed by area conferences in the United States.

PLEDGED ASSISTANCE

Vice President Hoffa in his remarks reinforced the message of Mr. Flynn in pledging assistance of the International to Canadian locals. He pointed out that his location just across the border from Windsor gave him a special advantage and familiarity with Teamster problems in a large section of Canada. Some of the practices which have been successful in the United States such as long-term contracts, classification of contracts and other basic procedures were explained in detail.

Observing that Canada is a tremendous country geographically, Mr. Hoffa said that he felt that Canadian Teamsters did not know each other well enough and that the great distances are a factor to be reckoned

with in Canada. The importance of having organization personnel was emphasized by Hoffa who explained the organization and operations of the Central States Drivers' Council as a working group. He emphasized the importance of area-wide cooperation and organization and said that area-wide agreements had resulted in better wages, hours and conditions for drivers in the Central States region.

Speaking from experience as director of the Central States Conference of Teamsters, Mr. Hoffa said that facts and information are necessary tools of the trade of organizing. He pointed out that it is necessary to be familiar with the laws of the area—and he observed that Canada and the provinces had labor legislation which officials must be familiar with.

AREA COOPERATION

How the Central States drivers work with Teamsters in the Southern Conference of Teamsters was also described by Hoffa who pointed to this interregional cooperation as one of the necessary results of Teamster coordination. Hoffa pledged the Canadian Teamsters that he would spend time and effort

in helping them organize and get their organization program under way.

A similar pledge of assistance to Canadian delegates came from Harold Gibbons who stressed the place of warehouse members in the Teamster movement. He explained the growth and evolution of distribution in the United States and told how large corporations tried to play the unorganized warehouse workers off against the organized and vice versa. He said that great corporations with almost unlimited resources offer formidable targets for organizing.

The necessity for having facts and figures for negotiators in collective bargaining situations was given emphasis by Gibbons. He said that a large part of the operations of the great corporations is public knowledge and this data, including information about the officers, financial standing, balance sheet, profits, etc., are available and should be utilized in bargaining sessions. Information gathered through research facilities is made available to warehouse locals in the field in order that they may be guided on developments in wages, hours and conditions.

CONTRACT EXCHANGE

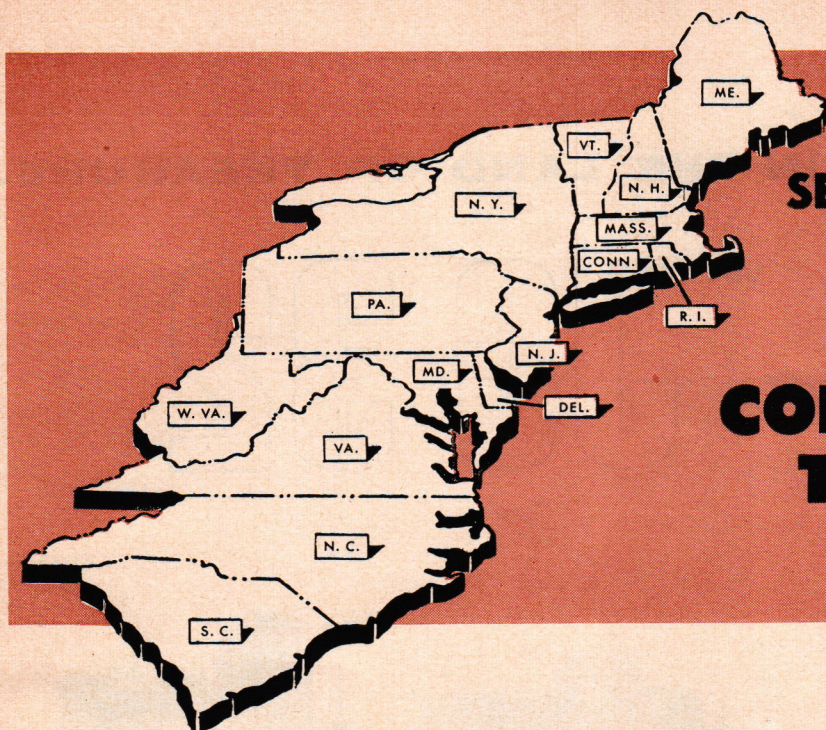
Mr. Gibbons asked that all Canadian Teamster locals with warehouse contracts send to the National Warehouse Division copies of such contracts in order that the information in turn might be made available to all locals. Gibbons introduced Sam Baron of the National Warehouse Division organizing staff who spoke to the delegates. Baron observed that he felt like he was "getting back home" since he had spent 10 years in the Canadian labor movement and was familiar with many of the conditions confronting Canadian Teamsters.

Three problems making labor work difficult in Canada are: the basic problem of distance; a lack of population and differences between the provinces, according to Baron. He said that in his opinion the Teamsters have the most powerful potential of any group in Canada. He referred to growing industrial, mineral and commercial developments in Canada and said that the

(Continued on page 26)



An all-Canadian group had a caucus just before the Canadian Conference of Teamsters. Seated from left are William Mills, Toronto; Robert Scott, Calgary, and J. A. LeBlanc, Montreal. Standing are Harry Bonnell, Vancouver; Lawrence Banks, Halifax, and J. Whiteford, Vancouver.



SECOND ANNUAL CONFERENCE EASTERN CONFERENCE OF TEAMSTERS

Washington, D. C.

Statler Hotel

October 17-21, 1954

REGISTRATION: Upper Lobby of Hotel—4 P. M.-9 P. M., October 17
8 A. M.-9 A. M., October 18

MONDAY, OCTOBER 18

9 A. M.—First General Session — Presidential Ball Room

2 P. M.—*Policy Committee Meetings:*

Over-the-road and General Hauling—California Room

Chauffeurs (Taxi) Division—Michigan Room

Laundry and Dry Cleaning Division—Massachusetts Room

Bakery Division—New York Room

Cannery, Frozen Food & Processing Division—Continental Room

8 P. M.—Warehouse, Produce, Dry & Cold Storage Division — California Room

Dairy Employees' Division—Ohio Room

Automotive Trades Division—New York Room

TUESDAY, OCTOBER 19

9 P. M.—*Policy Committee Meetings:*

Building & Construction Division—Ohio Room

Miscellaneous Sales Drivers' Division—Massachusetts Room

Brewery & Soft Drink Workers' Division—Michigan Room

2 P. M.—*General Meetings of the Trade Divisions:*

Automotive Trades Division—New York Room

Bakery Division—Ohio Room

Cannery, Frozen Food & Food Processing Division — Michigan Room

8 P. M.—Over-the-road and General Hauling Division—South American Room

Laundry & Dry Cleaning Division—Michigan Room

WEDNESDAY, OCTOBER 20

9 A. M.—*General Meetings of Trade Divisions:*

Warehouse, Produce, Dry & Cold Storage Division—Federal Room

Chauffeurs (Taxi) Division—Michigan Room

2 P. M.—Building & Construction Division—Ohio Room

Brewery & Soft Drink Workers' Division—New York Room

Dairy Employees' Division—Continental Room

8 P.M.—Miscellaneous Sales Drivers' Division—New York Room

THURSDAY, OCTOBER 21

9 P. M.—Second General (Closing) Session—Presidential Ball Room

IN THE LAND OF TREASURE...

with **JC 32**



Minneapolis was long one of the open shop cities of the country, but the former New Englanders later became organized labor's staunchest supporters.

In the North Star state, the Teamster movement has a shining star in Minneapolis Teamsters Joint Council 32, which last year led all the Joint Councils in growth.

In Minnesota, called by its chambers of commerce the "land of treasure and land of pleasure," the Minneapolis Council 32 has recorded a lively, bouncing history, replete with success, and not without trying days.

FIRST UNION

The first Teamster union in Minneapolis was founded a half century ago, and the Joint Council a few years later. Today the Minneapolis council has 31,000 members. Its 19 unions include members in nearly every conceivable line of work in the area.

From the driver who hauls timber out of the frozen woods of the

north, to the man who delivers roses and carnations for the city florists, the delivery chores are done by Teamsters.

The skilled men who make electronic devices, used in atomic development by our military, are Teamsters. Even the men who make the screen doors and windows to make life comfortable for the state's five million summer tourists, wear the Teamster button proudly.

The history of the Minneapolis Teamster movement can be classified in three periods. Up to the depression years the Teamster council and its few unions had the hard sledding that all unions experienced. Perhaps in this state, which was traditionally conservative until 1930, labor organizations were treated more harshly than others.

The early '30s brought on the second phase of the Teamster his-

tory in Minneapolis. Thousands joined the Teamster union. The struggle for recognition brought bloodshed frequently, and death in some instances.

Wages of \$24.40 for a 48-hour workweek in 1934 stirred the drivers into union action.

Unfortunately the good men who fought the union struggle in Minneapolis in the '30s were handicapped with union officials who lost sight of the goal of American wage earners. Some of these officers began thinking along class warfare lines. They swallowed hook, line and sinker of the Trotsky philosophy of communism.

WORKED FOR GAINS

The solid, American wage earners, who fought hard for gains in the early '30s, patiently worked for economic gains during the late '30s,

LAND OF PLEASURE...



Beautiful Minnehaha Falls tumbles into one of the city's many lakes.

hoping their leaders would forget their fuzzy thinking of a Communist utopia.

By 1940, the capable rank and file members of the General Drivers 544 union started a move to save their organization. In 1941 the rank and file committee, led by Sidney L. Brennan, brought about the ouster of the Trotsky followers.

NEW LEADERS

New leaders from the ranks directed affairs. And from 1941 a new era of Teamster progress in Minneapolis started.

In the greatest period of progress of Council 32 from 1941 to the present, key men besides Mr. Bren-



Lake of the Isles adds a handsome setting to the heart of one of Minneapolis' finest residential districts. Minnesota is noted for its many beautiful lakes, fishing, timberlands and winter sports.

nan have been Jack Jorgensen, council president of 10 years, Joseph O'Hara, secretary-treasurer, and top official of Bakery Drivers union Local 289 since 1936.

On the executive board also are Tony Schullo, Howard Fortier, George O'Brien and Tony Felicetta.

Teamsters Joint Council 32 became a teamwork affair in 1941. All the unions began working together, helping each other out in strikes, in negotiations and in organizing work.

The growth was magnificent. In a few short years the membership rose 8,000. Local unions in cities outside of Minneapolis were given assistance. Whereas before they were continuously in financial trouble, they became stable and able to operate on their own.

In the main the officership of Teamsters Joint Council has been re-elected every year. Jack Jorgensen, president, has headed it for 10 years. Joseph O'Hara has been secretary-treasurer for five years.

Mr. Brennan, International Teamster vice president, has held the office of vice president since 1941.

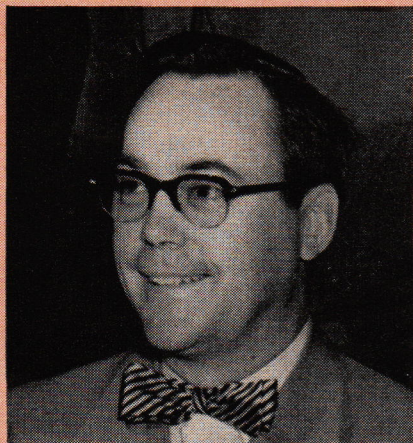
The job of building the Teamster membership in Minneapolis unions has been exceedingly difficult. Minneapolis was long one of the open shop cities of the country. Many of its skyscrapers built in the '20s were built by non-union labor.

Minneapolis has a New England background. Many of the first successful settlers came from New England. Strict Yankee beliefs had no room for such thoughts as "freedom to organize."

LABOR SPY

The labor spy was part and parcel of the industrial city. A plentiful supply of emigrants from Scandinavian countries kept the labor market overflowing.

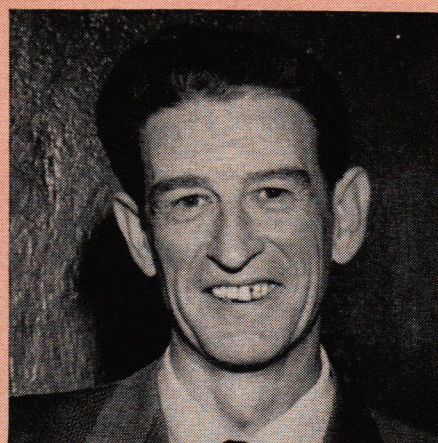
But these same emigrants, who overflowed the labor market, became some of the finest union members and leaders when they got established here.



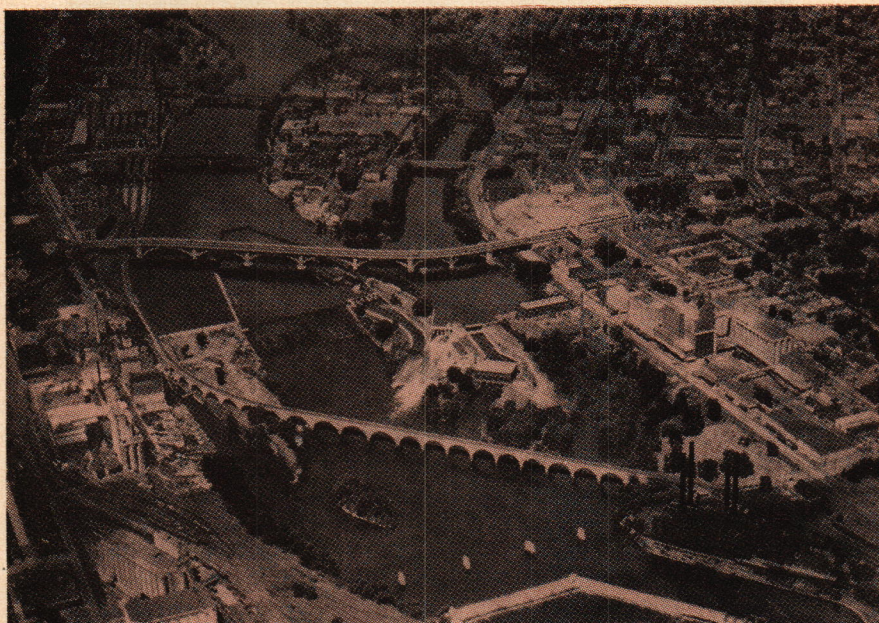
Jack Jorgensen
Council President



Sidney Brennan
International Vice President



Joseph O'Hara
Council Secretary



This is an aerial view of the milling district in Minneapolis. Mills are located on both sides of the Mississippi River in this area near St. Anthony's Falls.

In Minneapolis the General Drivers union 544 for years was the largest union, but in 1946 Vice President Brennan set up unions according to allied fields. Local 544 remained the union for over-the-road, transfer, cold storage, commercial warehouse, market and grocery and local cartage drivers and inside employees.

Other groups went into the large Warehouse Employees union 359, and others went into Local 221, Construction, Ice & Coal Drivers union.

Department store drivers and others in the retail and wholesale field went into a new union, Local 638, Miscellaneous Drivers & Inside Employees union.

The aggressive action of Teams-

ter council 32 and its affiliated unions in organizing the unorganized has brought great gains to thousands of members.

Today the Teamster members are in the main earning two and a half times as much as they were in 1941 when the present leadership took direction of the unions.

FINE PROGRESS

Today most of them are covered by fine health and welfare programs, which pays for their illness or injuries off the job. These welfare programs pay them substantial weekly loss time pay when they are hurt or ill.

Some of the Minneapolis unions have put in pension plans. And some of the men who fought in the

streets for the right to join a union, are on pension today, thanks to their union.

The persistent, militant leadership has reaped a whirlwind of abuse from foes of organized labor in Minneapolis and Minnesota.

A smear campaign against Teamster unions and their leaders has been going on for more than a year. The daily newspapers play up every incident, which could be used to discredit the union.

Teamster union members and their officers have steadfastly pursued their main endeavor. They are pushing ahead for better contracts. The officers have welcomed investigations.

CONSISTENT RECORD

"The proof of the pudding is whether the unions are serving their members," Mr. Brennan asserted. "The record of wage gains, improvement in working conditions since 1941 has been consistent and spectacular. We will stack that record up against any in the country."

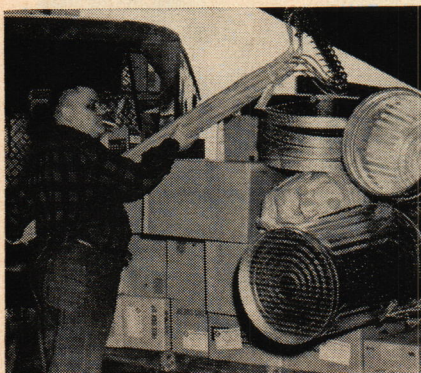
Sports play a big part in the Minneapolis Teamster life. A 16-team Teamster bowling league has been in operation for a dozen years.

Local 544 has sponsored an entire league of midget baseball players.

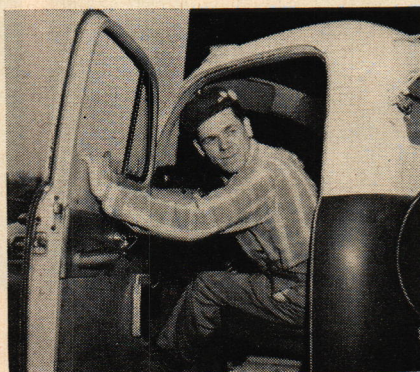
A Teamster baseball team and a Teamster softball team have been in the top leagues every year. Both of these teams have won championships.

The Teamsters have each year purchased tickets for neighborhood house boys to see a game between Professional league football teams

David Harrison, a Local 359 member, works in one of the huge wholesale hardware warehouses.



Rudy Pearson, Local 544 over-the-road driver for Werner Transportation Co., backs up his semi.



Local 289 Member Sylvester Ziegler, delivers bread for Emerich Bakery Co., in Minneapolis.



in Minneapolis. Last year 1,500 boys were guests of the Teamsters at the games.

The famed "Lakers," five-times champions of the World Professional basketball league, is coached by a former Teamster, Johnny Kundla, who also formerly played with the Teamster softball team when he was a member of the Beverage Drivers union 792.

Many of the huskies on the Minnesota Gopher football team, who have been called the Giants of the North in college football, are former Teamsters, having worked in breweries during summer months.

ACTIVE PARTICIPANTS

For the past dozen years the Minneapolis Council and its leaders have been active participants in welfare, community and charitable projects.

The Teamsters won the praise of the citizens of their community by their great work in wartime collection drives. Whether the drive was for scrap iron, tires, clothing or toys, the Teamsters were called on for the job.

Tony Schullo, an officer of Local 638, personally directed 27 drives. These collections were on Sundays, and on each drive more than 100 Teamster union drivers and inside workers volunteered their services.

Tremendous success was experienced in these drives. Teamster council 32 has a stack of citations from officialdom for its service.

ON COMMITTEE

An example of the activity of Teamster leaders in governmental and civic affairs is the Minneapolis Industrial Procurement committee, comprised of four aldermen, four businessmen and four labor leaders.

Messrs. Brennan and Jorgensen are on this committee, which has the goal of providing room for industries and industrial expansion within the corporate limits of the city.

Brennan first proposed a program to clear land of old buildings on both the north and south side of the downtown section to enable industries of all kinds, particularly service industries which want to be close to the downtown section, to locate.

Already plans are in the making

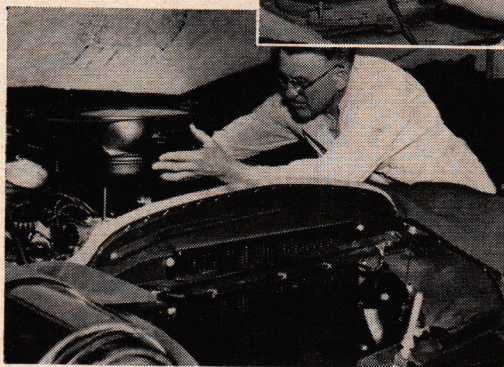


Above. Joe Zeimet and Nels Stone, Local 359, load a barge on the muddy Mississippi.



Left. Don Archer opens door for his fare. All taxi drivers are organized in Teamster locals.

Ernie Dehn, Local 977, aligns auto wheel at Woody Harrier station. Harrier is at right.



Mechanic Carl Johnson, Local 974, checks air filter on a car at Malkerson Garage.

for clearing 51 acres near the loop. In the field of community service Teamster unions have given banquets for police officers for outstanding duties. Such affairs are a far cry from the bloody '30s when police and union men clashed in strikes.

LEGAL CONTRADICTION

In legislation, Minnesota, on matters of labor offers a contradiction. Its labor law, provides strike notice

requirement before any union can go on strike. The law is strict and is a springboard for injunctions.

On the favorable side, however, has been the administration of the law. The state labor conciliator has always been an experienced AFL man. His assistants have been experienced, understanding labor men.

The administration of the law by the conciliator has been one of mediation. The law has in the main

been administered fairly from labor's standpoint.

The strike notice requirement has worked to the disadvantage of Teamster unions from a public relations standpoint. Often a Teamster union finds it must file a strike notice to get a meeting with an employer to talk about renewing a contract. The newspapers frequently play up such strike notices as alarming, whereas the situation actually doesn't threaten any strike. The record shows only a small percentage of strike notices results in strikes.

ACTIVE IN AFL

The Teamster council 32 plays a leading and active part in the AFL life in the city and state. Teamsters serve on the executive board of both the Minneapolis Central Labor Union and the Minnesota State Federation of Labor.

When the legislature is in session the Teamsters with their wide acquaintance of state legislators and officials, meet with officials on problems.

While the Minnesota legislature is dominated by members from rural or out-of-state communities, Teamsters and other labor representatives have successfully fought for increasing unemployment insurance to \$30 a week.

A vast reservoir of goodwill towards the Minneapolis Teamsters exists among the citizens. This is due to many factors. Teamster union officers and members hold high office in church, fraternal and community organizations. Teamster unions support many recreational projects for youngsters. And at the job of serving members, Teamsters have been the acknowledged leaders for more than a dozen years.

PROMISING FUTURE

Minneapolis Teamster Council leaders, while gratified at the rapid growth of affiliated unions, envision the years ahead as promising for the membership.

Minnesota is a big state. Duluth, which now is a part of Teamsters joint council, will become an ocean port with the development of the St. Lawrence seaway.

As a port, Duluth will serve a vast

area, extending to Colorado and Montana. Great distribution by trucks of the goods coming in to the ocean port, and of goods going out to the world via Duluth, will mean thousands of members in the Teamster driving and warehousing craft.

When the white man first fought the Indian to gain a foothold in Minnesota in the first half of the nine-

teenth century, the state was a producer of furs and lumber. John Jacob Astor had one of the first fur trading posts.

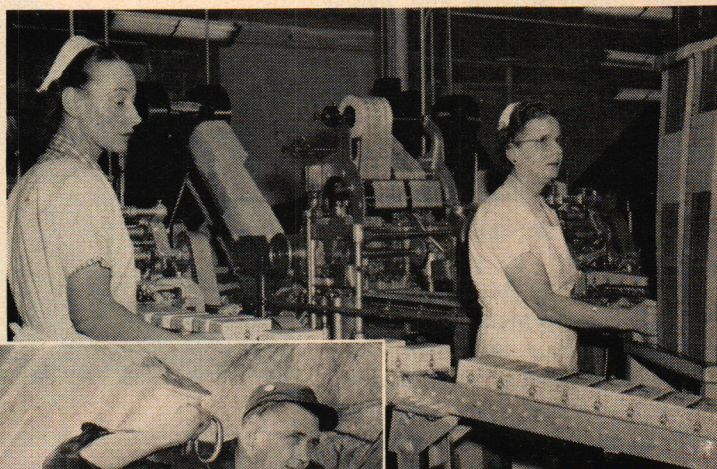
LUMBERING INDUSTRY

Lumbering became the main industry from 1850 to 1900. And for the last half century, Minnesota has been a leading agricultural state. In the last 20 years the dairy indus-

Barney Ratwik, Local 544, finishes a long run for Werner Transportation Co.



Wilson Costella, Local 792, stacks cases of beer in his truck from a conveyor. Costella's with Gluck's Brewery.



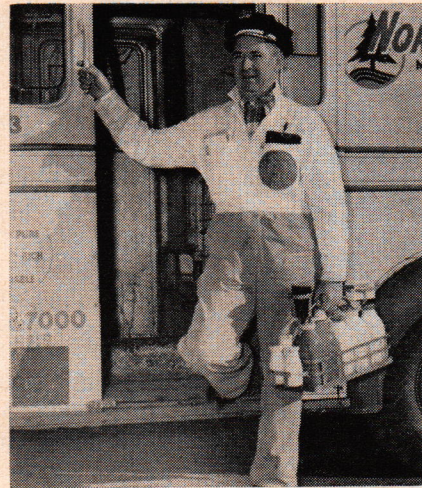
Adella Strunk and Lily Arlt, Local 471, operate butter packager in a creamery.



Harry Young, Local 221, owns and operates his own ice business in Minneapolis.

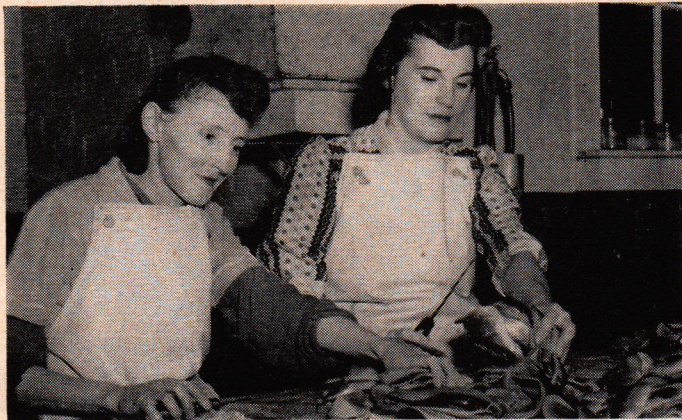


Leo Fish, a member of Local 131, drives a linen delivery truck for the American Laundry Co., in Minneapolis.



Clifford Peterson, Local 471, delivers milk for Northland Creamery in the lake country.

These beautiful flowers are being delivered by Dennis Zimmerman, Local 638, for Rosacker Florist Co.



Betty Spurgeon and Claire Brown, Local 638 members, clean fish from the inland lakes at Lyon Fish Co. Lakes afford a variety of fresh water fish throughout Minnesota.

try has moved up to be on a par with wheat growing as the main agricultural pursuit. Teamster unions have thousands of members working in the dairy industry and food processing plants.

The great Mesabi iron range in northern Minnesota, which produces more than 100,000,000 tons of iron

ore a year for the steel mills is a source of employment for thousands. Developments, whereby unnumbered millions of tons of low-grade ore, previously thought worthless, will be in operation soon. Upwards of \$375,000,000 is being expended on plants to process this low grade ore, called taconite, into rich

iron ore. The taconite process is looked upon as the salvation of the Iron Range, where the supply of present usable ore may be exhausted in 25 years.

Minneapolis, called the gateway to the Upper Midwest, and for more than half a century the commercial center for the Upper Midwest area, envisions progress as an oil center.

The discovery and development of oil in North Dakota and the erection of the first oil refinery in the Minneapolis area, gives promise of a new and great industry.

A pipeline from the oil fields of Canada to Superior, Wis., across the bay from Duluth, is seen as the beginning of a great industry at the head of the Great Lakes. Superior Teamster Union 288 is affiliated with Teamster council 32.

Minnesota is a state with nearly 3,000,000 population. From Minneapolis to International Falls on the Canadian border is a distance of 400 miles. The area of the Teamster council covers roughly the upper two thirds of the state, bordering on South and North Dakota on the west, Manitoba, Canada on the north, and Wisconsin on the east.

A state of great diversification in industry and agriculture, Minnesota has the typical economy of the Middle West, dependent to some extent on the prosperity of agriculture, but not nearly as much today as 25 years ago.

By water, land and air Minnesota is well provided with transportation facilities. In gross shipping tonnage, Duluth ranked second only to New York in 1949.

One of the unique figures in aviation activity is the ban on flights over the Superior National Forest. A 1949 executive order by President Harry Truman discontinued flights over the forest wilderness beginning in January, 1951, because of a fear that the natural beauty might be destroyed.

Of the state's 11,893 miles of trunk highway system, 9,486 are paved. In the rural road system, 64,751 miles of the 98,605-mile system were surfaced.

A robust country with brutal winters for drivers, Minnesota is climbing industrially and the Teamsters are moving ahead with their state.

EDITORIALS

Big Job for the General

General Lucius Clay has just been handed a tough job by President Eisenhower. He is heading up an advisory group which will meet with the President and other Government officials on the \$50-billion highway program. This large outlay over a period was suggested by Mr. Eisenhower at a governors' conference.

There have been divided opinions as to how the highway funds should be spent. Some of the strong advocates of states' rights are of the opinion that the money should be siphoned to the states with expenditures planned and supervised under state control. Others feel that the national interest will be served more effectively by a strong role by the Federal Government.

About the need for more and better highways there seems little dispute. We are in the motor age in which more and more of our freight hauling and commodity delivery is done by motor trucks. This increase in highway hauling as our population expands means that we must have more roads, built to withstand the growing volume of traffic.

General Clay has had some tough jobs in his career and he is a man who always delivers. In his new job he returns to a role in which his background as an engineer will be both useful and essential. As an engineering administrative advisor General Clay should bring a sense of real stature to the group studying this challenging highway program. We wish him luck.

Benchmark of Progress

This month the nation will celebrate National Employ the Physically Handicapped Week. This week was designated nine years ago by the United States Congress as one in which special attention should be paid to the task of finding jobs for those who are physically handicapped.

This month the tenth "week" is being celebrated. During the time in which special attention has been directed to the program we have seen substantial progress. The President's Committee on Employment of the Physically Handicapped has been in operation several years and has made signal contributions to the thinking and action in this field. The President's Committee has an unusual status. It is composed of some Federal officials and many from private organizations and institutions. Organized labor, industry groups, educational, veteran and civic groups are members of the committee. Those on the committee serve without pay, many giving a great deal of time to the cause.

Cooperating with the committee are governors' committees in most of the states and these in turn have local

committees. The one great task of all of these groups is to further the effort toward finding jobs for the handicapped.

Industry has found that a handicapped person properly trained and properly placed makes an excellent worker. Oftentimes the absentee record is much lower than that of unimpaired personnel. Millions are spent on rehabilitating persons who have been injured or who have suffered as wartime casualties. Too often this training comes for naught when the rehabilitated person cannot find a job. This is where the great task of finding employment finds its place in the over-all scheme. This month's celebration, the tenth, is a benchmark of real progress—but it is only an indication of how much there is which yet needs to be done.

A Good Start

In this issue appears a report of the meeting held by representatives of Canadian local unions at Regina, Sask., a few weeks ago. This meeting was designed to inform Canadian Teamsters of the general program of the International in the field of organization. Representatives from the International Headquarters outlined in detail the over-all problems of much of the transportation industry in North America.

Teamster representatives from Canadian locals were quick to see the relationship of these broad problems to their own situations. The pledges of cooperation on the part of Canadians was gratifying indeed. The great progress and potentialities of Canada have often been cited and once again we are glad to see the enthusiasm with which Canadians are taking hold of the challenge of expanded organization efforts in our jurisdiction. We think a good start has been made.

This Is America

In this issue of THE TEAMSTER appear a number of photographs of the Marine Corps statue commemorating the flag raising on Mt. Surabachi on Iwo Jima Island February 23, 1945. This monument will be dedicated next month.

One of the most significant points of interest in the group of five Marines and one sailor who raised Old Glory on the top of Mt. Surabachi is that of the origins of the young men. One was a Pima Indian from Arizona; another was of French-Canadian parentage from New Hampshire; one was the son of a Czecho-Slovakian couple in Pennsylvania; the others came from Kentucky, Wisconsin and Texas.

These young men came from different origins, different environments and backgrounds. They all had one common aim: to uphold the ideals of the flag for which

they fought and which they raised in the heroic action on Mt. Surabachi. This fusion of ideals and effort into an action by diverse groups is typically American—an attribute which we hope will be noted when the memorial is dedicated next month.

Prosperity? Where?

The public has been receiving a pretty steady diet of prosperity pap during the last several weeks. We are assured that everything is just dandy, that we are on the upturn and we will find ourselves rolling in dough.

We are told that inventories are being reduced and that financial markets are holding up strongly and that unemployment is going down. Construction is pointed out as a great source of strength.

Unfortunately most of what we have been getting seems to be conversation. Maybe the optimists are trying to con us into confidence. If so, they will find that working people are not quite as easily fooled as some great "opinion leaders" might hope.

Working people know that prosperity is measured by jobs and payrolls and purchasing power. We were told a few months ago that there was no such thing as a weakened prosperity nor were there any recessionary tendencies. And then when the picture brightened a bit, we were told that the "worst is over"—tacit admission that something had happened. We have, moreover, been promised prosperity from season to season.

Too many of the high-pressure predictors are viewing the economy from plush seats in their own particular brand of ivory towers. They should get out into the country and see where thousands and thousands are out of work. They would see that "surplus labor areas" is a polite phrase for communities which have been hard hit with unemployment, that in these areas people are suffering from economic reverses.

It is time that everyone took a realistic look at our economic health—let's hope they start reading the fever chart correctly and soon.

Plateau for Labor?

Has organized labor reached a plateau above which it probably will not climb?

This is a provocative question and one which should challenge the best thinking of all those in the labor movement. The nation's population is expanding and the service industries are growing. New personnel is coming into the labor force year by year and new opportunities to labor organizations arise.

There are some who think labor has reached a saturation point and that the remaining field of organization may be challenging, but offers too much resistance for successful attack.

Such a view which may be held by many is not entertained by a University of California economist affiliated with the Institute of Industrial Relations. This author, Irving Bernstein, bases his opinion on research in the development of the labor movement over several dec-

ades. He thinks that the labor force expansion offers new opportunities to trade unions. He also says that labor unions are becoming more socially acceptable. This conclusion should scarcely surprise many since the contributions unions are making are so many that acceptance is sometimes too mild a term—"welcomed" would be better.

Bernstein also points out that union security clauses in contracts are powerful attractions to the unorganized. He predicts a long-run, steady growth. Those of us in trade unions would concur, but we would be a bit more specific about our own field. In the Teamster jurisdictions, there are tremendous challenges ahead and we sincerely hope our trade division and area conference method of attacking them will prove successful. Present indications are certainly encouraging.

Useful Reading

We don't often point to political speeches as especially useful reading, but every now and then some such address or addresses may come along which warrant more than casual interest. Just such a series is that of Congressman John F. Shelley of California. Mr. Shelley's background is such that no union man need be told that his aims are with the working people.

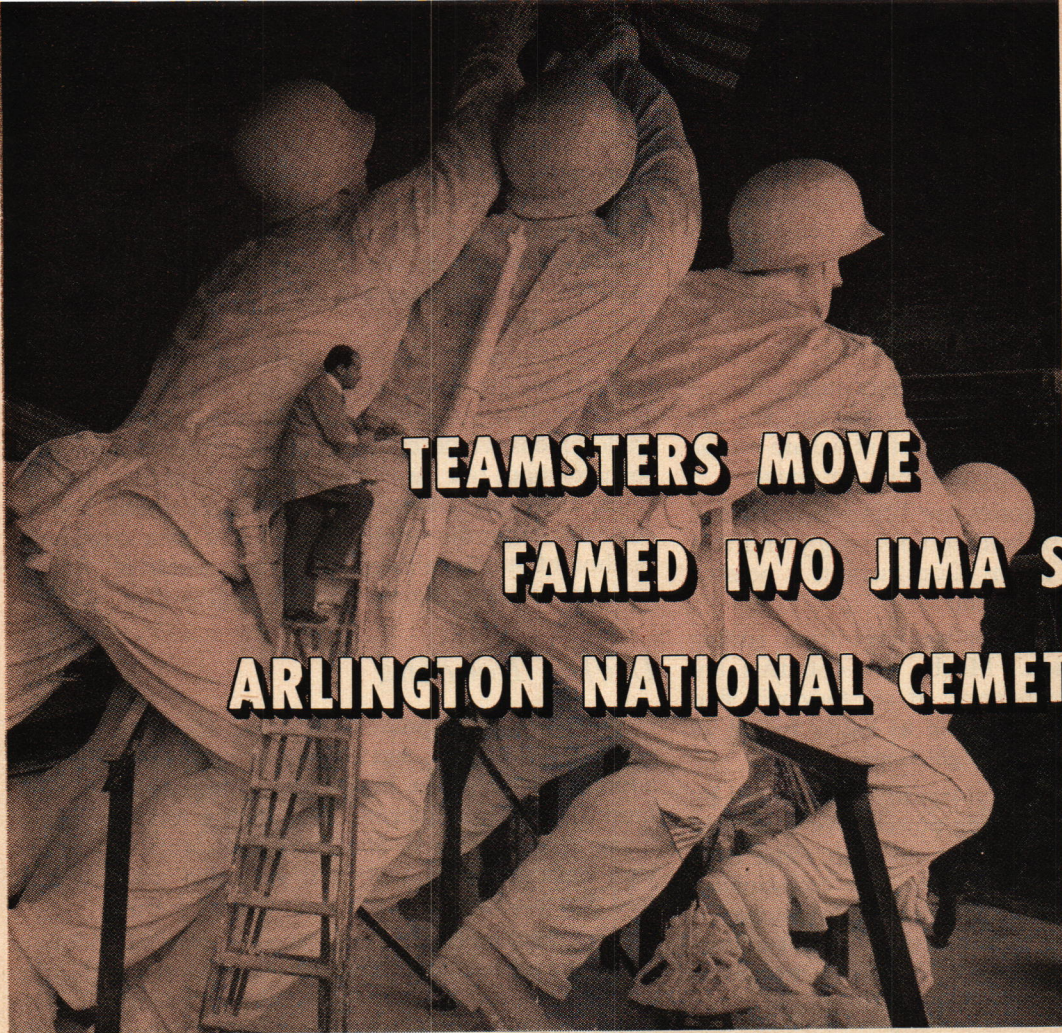
Congressman Shelley has issued a series of addresses under the general title "The American Merchant Marine—Vital to United States Economy and Security." This series includes three speeches which appeared in the *Congressional Record* and which cover a wide area of discussion in the shipbuilding and merchant marine field.

The California Congressman made his speeches and is having them reprinted in the interests of a better understanding of the Merchant Marine Act of 1936 and to warn of the dangers of the nation's letting its ship construction and merchant marine industries deteriorate.

One of the big arguments advanced against shipbuilding in America at American wage standards is answered by Mr. Shelley in a blunt manner. He said:

"Mr. Speaker, those who attack the wages paid American seamen and American shipyard labor as compared to foreign wages should examine their own consciences before shooting off their mouths. Let us consider some examples in this regard: for instance, American seamen's wages have been attacked on the grounds that they are four times those paid British seamen in comparable jobs. But an American Congressman receives \$15,000 a year salary, as compared to the \$2,800 a year received by a member of the British Parliament, more than five times as much. I do not hear any argument that we should gear our salaries to the scale of the British Parliament, and I think we can all agree that there would be no sense in so doing. How does the case of the American seaman or shipyard worker differ from ours?"

The merchant marine problem is by no means a simple one, nor is a solution easy. But contributions to constructive thinking on the subject are well in order and we think Congressman Shelley has performed a useful service in this respect.



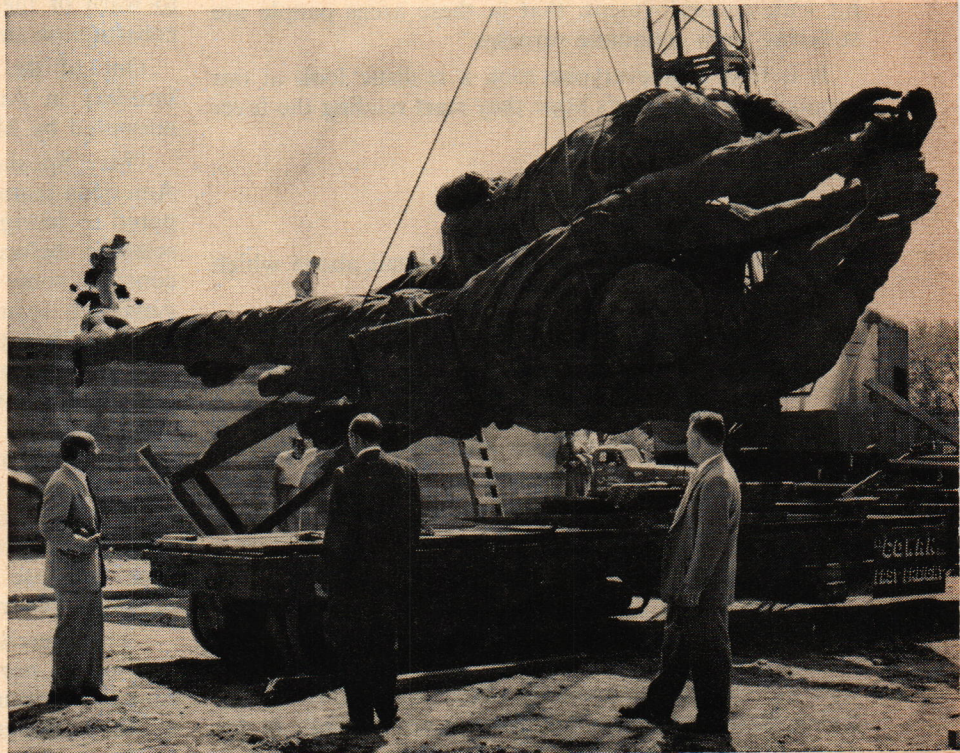
TEAMSTERS MOVE FAMED IWO JIMA STATUE TO ARLINGTON NATIONAL CEMETERY

TTEAMSTER skill and experience in transporting unusual and difficult objects paid off last month when the U. S. Marine Corps' Mt. Surabachi statue was safely hauled by low-boy and flatbed units from a casting foundry in Brooklyn, N. Y., to the site at Arlington Cemetery, just outside Washington, D. C.

The transport job was an epic in safe hauling and was managed by careful planning and supervision coupled with the skill of experienced drivers. Teamsters from three local unions, including both city and road drivers, participated in the project, which took place September 2 and 3.

Next month the Marine Corps will dedicate the statue which depicts the raising of the American flag on top of Mt. Surabachi at Iwo Jima Island on February 23, 1945. An Associated Press photographer, Joe Rosenthal, made a photograph of the flag

The famed statue includes six figures, five Marines and a Navy man. The incident might have gone unnoticed, but for a lone photographer who happened to be on the spot at the time of the historical flag-raising atop Mt. Suribachi on Iwo Jima Island in the war's closing months.



Engineers slowly and carefully lower two gigantic figures onto the bed of a truck just prior to the long and tedious trip from Brooklyn to Arlington National Cemetery. The trip required 18 hours, 30 minutes.

getting a large amount of change for dollar bills. It was too difficult to arrange for a sufficiently wide assortment of colors and sizes to suit all tastes. Finally, and probably most important, the shopping public wanted to handle and examine higher-priced merchandise before, not after, buying it.

But, undaunted by Filene's Folly, a New York firm name Automatique, Inc., has recently tried out a large mechanical vendor in the Pennsylvania Railroad Station in Newark. The machine has been a success. The reason? Its items—toys, toothpaste, tissues, etc.—all sell for 10 cents to 25 cents.

In the United States at present the great majority of machine-merchandising is still done in standard and familiar low-cost items, all of which for some reason begin with "C." The big sellers are cigarettes, candy, coffee, colas, cookies, and cold sandwiches. Most American machines are manufactured, and often serviced, by Rowe Corporation, ABC Vending Corporation, or Automatic Canteen Corporation of America.

FIENDISH FORMULAS

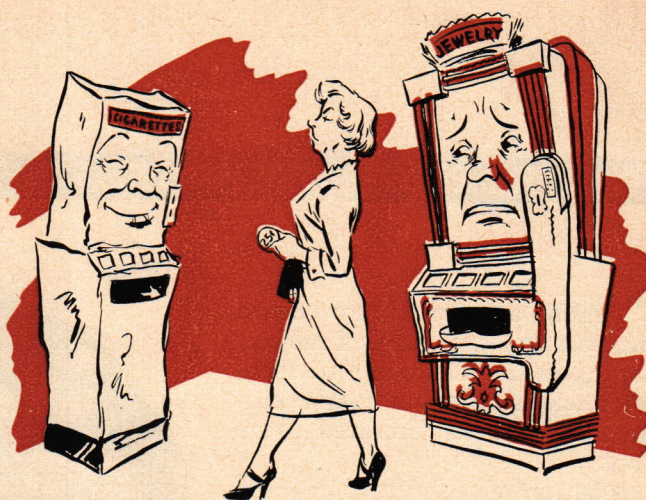
But the industry has already started to branch out into some strange fields. A few cocktail-mixing machines have appeared in Texas, allowing a customer to experiment with his own fiendish formulas. The hangovers that result

can be cured by inhaling pure oxygen from another vending machine.

Another experiment, this one successful in an unexpected way, is a machine that releases a cushion from under the seat in the unreserved section of racetrack grandstands. Some unknown genius decided to add a nameplate compartment to the cushion. In the few tracks that have installed the automatic cushions, this has apparently made customers feel more free to leave their unreserved seats and go to the parimutuel windows. The result has been a marked rise in betting.

The greatest opportunity in the immediate future for the vending machine trade is the selling of simple lunches in plants of 300 employees and under. The costs of a kitchen and waiter staff for the necessary provision of mid-day meals in these small manufacturing concerns has produced an annual financial loss to the companies.

The RCA-Victor plant in New



Attempts to sell expensive items by machine have met with failure, while quarter-and-less sales roll merrily along.

Jersey already has vending machine in-plant feeding, and many other small firms have been following suit. Until recently, the great problem has been the high expense of a hot sandwich machine. But last year, at a convention of the Automatic Merchandising Association, a demonstration was made of a mechanical vendor that offers a choice of two hot and three cold sandwiches. It will be sold to machine operators for only \$1,285 f.o.b., less than half the price of former hot sandwich machines.

RAILWAY VENDORS

Another growing area in automatic food merchandising is the feeding of railroad passengers. Railways have always had to provide dining cars on long trips, and have consistently lost money on them, in spite of frequent rises in meal prices.

In the past year both the Santa Fe and Pennsylvania Railroads have put on cars carrying a large number of quick lunch machines. The Pennsylvania Railroad has reported its first food profit in history.

In certain areas the effect of automatic merchandising upon present methods of distribution will be explosive. A large proportion of the delivery of certain commodities has already shifted jurisdictionally from the general commodity carriers and specialty carriers to the automatic vending machine operators.

As in the field of concentrates, the milk delivery area alone is a dramatic example of the coming change.

(Continued on page 28)



The development of less expensive machines to vend hot foods is responsible for the next great step in automatic vendor growth, selling lunches in big factories.

PRESIDENT BECK PROVIDES ANSWERS TO WHAT...

Youth Wants to Know

FRANK answers to provocative questions on a wide range of subjects were given last month in a coast-to-coast television youth forum program by General President Dave Beck.

A battery of eager, inquisitive and highly intelligent youngsters faced Mr. Beck in the NBC-TV studios in Washington in the program, "Youth Wants to Know"—and what they wanted to know included topics on labor, economics, international affairs, and domestic politics. Mr. Beck parried the questions rapidly and after the program was congratulated by Moderator Stephen J. McCormick as well as by his audience.

Included in the audience were high school students from Maryland, Virginia, the District of Columbia, and guests from a half dozen countries. International students, quite as eager to ask questions as Americans, included students from Austria, Germany, France, Peru, Malaya, India and the Philippines.

The telecast went on the air Sunday, September 5, over the National Broadcasting Company television facilities, originating at WNBW-TV, Washington, D. C.



A number of the contestants lined up after the show for autographs of the Teamster Chieftain.



A behind-the-scenes shot was snapped as the rapid-fire questioning began by students of Maryland, Virginia, the District of Columbia and many foreign lands.

This group includes interrogators from eight countries. Flanking President Beck from left are Kurt Vogel, Austria; Willie Scheef, Germany; Mary J. Kreek, U. S.; Nalini Devandan, India; Neliya Moreira, Malaya; Juliet Gonda, France; Clelia Gonzaga, Peru, and Laverne Mercado, the Philippine Islands.

T-H Oppression Gains Momentum

*Law Begins to Mean What Anti-Labor Congressmen
Hoped for When Passed Seven Years Ago:
NLRB Now Stacked Against Organized Labor.*

SHORTLY after Congress passed the Taft-Hartley Act, many of labor's friends pointed out that the law, while bad enough on its face, could be made more oppressive for unions if groups sympathetic to management views ever had a chance to administer the law. That point appears to have been reached now, and Taft-Hartley in 1954 is beginning to mean what some anti-labor Congressmen hoped for when the law was passed seven years ago. For the National Labor Relations Board, now dominated by a majority which apparently looks at all labor issues from the point of view of management, has been handing down decision after decision against labor, and in many cases has reversed past NLRB rulings which have stood for many years.

PROMISED REVIEW

When the present chairman of the National Labor Relations Board was appointed in 1953, he promised a quick review of many NLRB decisions since Taft-Hartley was enacted into law. That review has come, and the National Labor Relations Board is giving labor a sample of how bad Taft-Hartley can really be. Policy after policy has been reversed, and in these reversals of past decisions there has not been a single case decided favorably to labor when a strict labor-management issue was involved. In other words, management is batting 1.000, a pretty good percentage in any league. And when one side wins all the close decisions, the loser may begin to wonder what's the matter with the umpire.

As a result of these NLRB rulings, all made within the last year, labor's chances of organizing more of the unorganized have been seriously hurt. Employers, encouraged

by these recent victories before the National Labor Relations Board, are fighting unions with a new vigor. Disguised as free speech, anti-labor companies are making their positions clear to every employee. And even some of the few opportunities to soften its heavy impact on labor, found in Taft-Hartley by union attorneys, are being given a careful look by the new Board with the view of closing them up if it can be done.

MANAGEMENT REJOICING

Thus, management groups are feeling pretty good about Taft-Hartley and the National Labor Relations Board these days. The conservative business magazine, *U. S. News and World Report*, put it neatly some weeks ago when it said: "Policy changes of importance to employers and unions are taking place at the National Labor Relations Board. The Taft-Hartley Act as interpreted in the Republican administration turns out to have a somewhat different meaning than it had in a Democratic administration. Employers generally look with favor on what is going on."

One of the recent NLRB rulings that makes employers look with favor came in a case involving Teamster Local No. 270, New Orleans, La., and the Blue Flash Express Company. In that case, the Labor Board reversed a holding that had stood from the first days of the Wagner Act by stating that it is now permissible for employers to question their employees about their union activity. Formerly, when a company official questioned employees about whether or not they belonged to a union, the National Labor Relations Board would hold that it was a violation of the law because the very fact of questioning

by company officials would tend to cause employees to back off from union organization.

In the *Blue Flash* case, seven truck drivers and helpers had signed authorization cards for Local 270. The local then asked the company for recognition, but instead, the general manager of the company called in the seven drivers and helpers individually, and in the privacy of his office, wanted to know whether or not they had signed union cards. Each of the seven men, despite the fact that all of them had signed union cards just five days before, denied that they had signed such cards. The two dissenting National Labor Relations Board members, Abe Murdock and Iva H. Peterson, objecting strongly to the new ruling, pointed out that the very fact these men felt they could not answer such questions truthfully indicated that they felt some fear when they were called into the boss' office.

NEW INTERPRETATION

But the Board majority now says that questioning of employees about union membership is not unlawful by itself, but there must be other unfair factors present before the employer can be found guilty of violating the law. They excused the conduct of the general manager of Blue Flash because he "wanted to find out if the union did represent his men so he would know how to answer the union's request for recognition." Of course, after receiving the untruthful answers from frightened men, he declined to recognize the union. Members Murdock and Peterson criticized the Board's view as "unrealistic," saying that it actually deprived these men of their right supposedly guaranteed by law to bargain collectively with their em-

ployer. They said further that as a result of this case, employers will now feel free to question their employees about union membership "to find out if the union does represent a majority."

Several months ago, the National Labor Relations Board gave employers another new and powerful anti-union weapon with which to beat down organization. The Board ruled that employers may now call in their employees on company time without giving the union a chance to reply and make all the anti-union speeches they wish. The only limitation is that the company may not make such a speech within 24 hours of the time of an election. But by permitting the employer to assemble his employees when they have no choice in the matter to listen to strong views against the union, made on the company premises where employees must spend their working time, is to throw powerful weight against a union's attempts to persuade timid people that they ought to join a union and bargain collectively with that employer. Prior to this ruling, the old National Labor Relations Board permitted such anti-union speeches on company time and property so long as the company would grant the union time to reply in the same circumstances. But now the union will be given no opportunity to reply on company property unless the company has a broad no-solicitation rule or the nature of the company's business is such as to preclude solicitation except at specially designated times.

REVERSE DECISIONS

Teamster Local No. 41, Kansas City, Mo., was involved in another NLRB ruling which reversed past decisions and which may affect many Teamster locals throughout the country. Local 41 had a provision in its contract with the Pacific Inter-mountain Express Company that the union would make determinations of controversies over the seniority standing of employees. The contract also provided that determinations would be made without regard to whether or not the employees involved were members of Local No. 41. Despite this last provision, the Board ruled that such a contract clause giving the union the right to

settle questions on seniority was a violation of the law. And following up this decision the Board has recently ruled that the same kind of seniority clause—a contract held by Teamster Local No. 745 is illegal. Accordingly, any similar clauses in Teamster contracts around the country will probably be held illegal if cases should arise concerning them.

In a Washington, D. C., case involving the Coca-Cola Company and the Brewery and Beverage Driver Workers, Local No. 67, the Board found this Teamster local guilty of a secondary boycott, and among other things, stated that a Teamster picket had a duty to advise a delivery driver who was a member of a sister Teamster local, No. 639 in Washington, to cross his picket line. Such a ruling flies in the face of labor's whole history of solidarity, and to expect a union picket to advise a member of another local of his own International union that he should go ahead and cross a picket line is hardly realistic.

DENIES STRIKERS JOBS

In another case not involving a Teamster local, the Board equally showed its lack of knowledge or lack of understanding of labor policy and practice by holding that union members whose union was on an illegal strike could not have their jobs back, even though these particular union members did not participate in any way in the illegal strike. The Board said in order to be eligible to reinstatement and back pay that these non-striking union members should have come forward and denounced their brothers and should have taken a public position against them. If the new National Labor Relations Board actually expects good union members to take such a position in order to secure reinstatement and back pay, then they truly know little about a union man or the meaning of union membership.

In another startling decision which reversed a well-settled NLRB ruling, the Board refused to set aside an election because the company's lawyer told the employees that the company wouldn't recognize the union even if it won the election. The Board passed this one off by saying that the lawyer's speech was merely a statement of the company's "legal

position." Realistic workingmen would have little concern for the company's so-called legal position, but might be persuaded not to vote for a union if they felt they couldn't achieve recognition regardless of how they voted.

REVISED STANDARDS

In another area, the National Labor Relations Board has made important changes that will be harmful to unions everywhere. The Board has completely revised its standards for taking jurisdiction of labor cases by stating that it will now take far fewer cases than before. Thousands of smaller companies have been removed from the federal labor law and their employees will now have no protection from anti-labor practices other than what state law affords. And in most states, of course, there are few, if any, protections for the right to organize and bargain collectively.

In another case which also illustrates the Board's new rules against labor, the Board reversed another of its past decisions by holding that unions would be guilty of unfair labor practices if they were on strike during a contract term even though their agreement with the company does not contain a no-strike clause. In effect, the new Board has written a compulsory "no-strike" clause in every contract and deprived unions of a valuable bargaining point. Many unions who make no-strike agreements with employers are able to gain valuable concessions for such an agreement and now, with the Board's new holding, employers will be less likely to give in to union demands in exchange for an agreement that there will be no strike during the contract term.

These cases are only samples of some of the many anti-labor rulings that have been pouring out of the National Labor Relations Board week after week. And every indication is that the worst is yet to come, as the new Board still has many old policies held over from the past seven years that it can change when new cases arise presenting the same issues.

Employer groups who were demanding changes in Taft-Hartley to "toughen it up" can now rest easier.

(Continued on page 26)



First Teamster Pamphlet

GETS PILOT DISTRIBUTION

Below: A 15-minute filmed interview with Harold Gibbons was prepared.

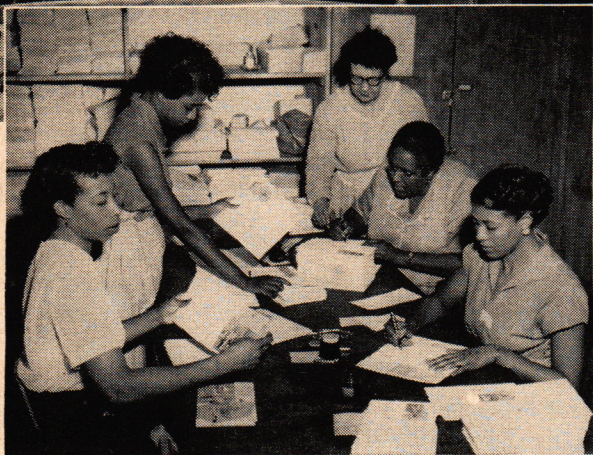


Pilot distribution of a new Teamster pamphlet has shown the way to win friends for the organization and for trade unions, reports from St. Louis indicate. A pilot distribution project was set up in St. Louis last month for "Your Community and the Teamster," a new picture pamphlet prepared by the International Union.

Groups covered included public officials, writers, editors, university professors, civic figures, city and state officials, the National Association for the Advancement of Colored People and others.

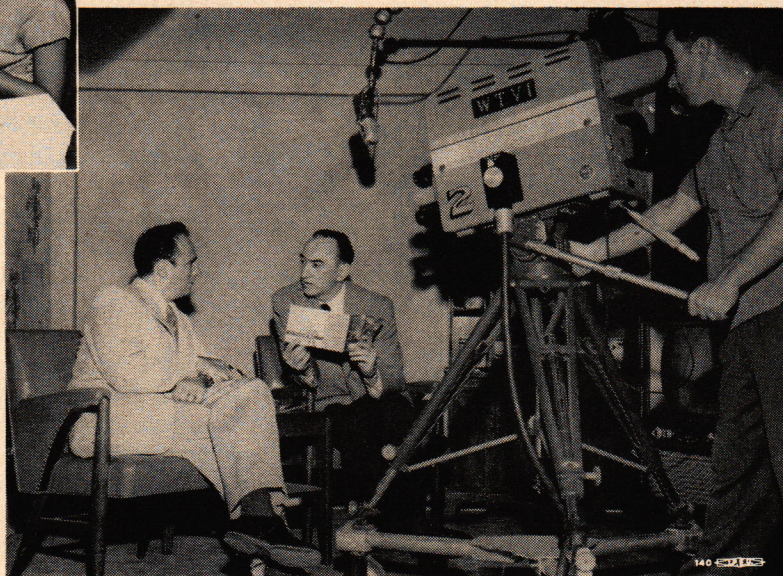
In the promotional program developed in St. Louis Harold Gibbons, J. C. 13, and Local 688 secretary - treasurer cooperated. Bruce Hayward, television special events announcer, interviewed Mr. Gibbons over WTVI-TV, Belleville, Ill., and also appeared with Mr. Gibbons in a film short made in St. Louis. The 15-minute film made will be available in organizational work.

Following an analysis of the results of the pilot distribution plans are being made now for further distribution of the well-received pamphlet which tells the Teamster story in other areas.



Above: Teamsters from the Missouri Direct Mail Service assisting Joint Council 13 in the big job of mailing pamphlets to special groups of area.

Right: Bruce Hayward, special events announcer for WTVI-TV, Belleville, Ill., interviewed Harold Gibbons regarding the community work of the International Brotherhood of Teamsters' Locals.



*Congress told of Need to
Speed Transportation, Cut
Costs in the Public Interest*

TEAMSTERS SEEK MAIL FOR TRUCKS

CONGRESS was forcefully told by the International Brotherhood of Teamsters that it should take action in the public interest to speed the transportation of United States mails and cut postal costs by the increased use of trucks. All over the United States local unions took coordinated action to call to the attention of Congress the necessity for action in this field.

But Congress adjourned without taking definite action.

In the House of Representatives the Committee on Civil Service and Postoffice did receive a summary report from its subcommittee on Postal Transportation covering this point.

On the Senate side of the Capitol, the Postoffice and Civil Service Committee made public its report on Postoffice Transportation in which they urged increased use of trucks.

The Senate Appropriations Committee, Senator Styles Bridges, chairman, stated that it would investigate the subject, but nothing had happened prior to adjournment.

The Postoffice Department itself agreed that trucks were useful but was slow to move. It is hoped that in the opening days of the first session of the 84th Congress that the Appropriations Committees of both houses of Congress will actively press this subject.

Despite the fact that not much concrete action was taken in the Congress it was evident that the Union's campaign on individual members had been helpful in awakening some to the needs of the situation.

United States Senator Hubert

Humphrey of Minnesota wrote Edward C. Esboldt, Secretary-Treasurer of Teamsters Joint Council No. 34, in St. Paul, Minn.:

"I want to thank you very much for taking the trouble of sending me a copy of the resolution you adopted dealing with the use of trucks for the delivery of mail.

"You probably know that I am a strong supporter of this move. I, therefore, brought your resolution to the attention of the Senate on May 27. I am enclosing an excerpt from the *Congressional Record* for that date for your files."

Senator Humphrey wrote again a week later to Oscar Jepson, Secretary-Treasurer of General Drivers Local 845, Albert Lea, Minn., saying, in part:

"... This is an issue that I have been advancing ever since I have been in the Senate. . . . I think it is a way to modernize the . . . Postoffice Department."

United States Senator Edward J. Thye of Minnesota wrote Mr. Esboldt:

"I have your letter of May 20 referring to savings in transporting mail.

"I appreciated receiving the views of the Bakery, Yeast, Tea and Coffee Drivers Union, and I want to thank you for sending me the resolution."

More forceful, was the letter received by Mr. Esboldt from Congressman Eugene McCarthy:

"I appreciate very much having this statement of your position and will check immediately to see what legislation is under consideration if

such legislation is necessary. It is my opinion that the Postoffice Department could do a great deal to expand its use of trucks without enabling legislation. . . . I certainly feel that the trucks should be used on a par with other forms of transportation in the mail service."

Congressman August H. Andresen wrote Mr. Jepson:

"... I also feel that a good portion of the mail could be moved expeditiously by truck. . . ."

Congressman Edward A. Garmatz of Maryland responded to Harry Cohen, President, Truck Drivers and Helpers Local No. 355, in Baltimore, as follows:

"... I have made this suggestion to the Postmaster General. . . . Since this is a matter for the Postmaster General only and not one for legislation . . . however, I am confident that where trucks can provide satisfactory service at equal or lower rates, they will be given every opportunity to compete. . . ."

Congressman Samuel N. Freidel of Maryland answered as follows:

"... upon publication of the report prepared by John M. Redding, former Assistant Postmaster General in the Truman Administration, I contacted officials of the Postoffice Department to determine whether that agency planned to adopt the recommendation that the trucking industry be utilized on short hauls of 300 miles or less pointing out the substantial savings which would result.

"... I want to assure you and members of your organization that I wholeheartedly support the adoption of mail-by-truck as recommended.

E. J. Robillard, Secretary-Treasurer, Teamsters Local No. 95, in Kenosha received the following reply from Congressman Lawrence H. Smith of Wisconsin:

"... I have your letter . . . Any move to place the Department on a more efficient basis would have the support of the American people and members of Congress in my opinion."

Congressman Smith enclosed a *Congressional Record* notation of his passing a resolution to back action to use more trucks in the trans-

portation of mail to the Committee on Civil Service and Postoffice.

Congressman Clement J. Zablocki, also of Wisconsin, wrote Joseph Caminiti, Secretary-Treasurer of Truck Drivers Local in Milwaukee, Wisconsin:

"... thank you for your letter ... with which you have enclosed a copy of the resolution adopted by the membership of your union urging that the trucking industry be recognized as a prime hauler of the United States mail on a par with other forms of transportation.

"... As you know I had favored the action taken by the Postoffice Department in the past, intended to explore the feasibility of developing mail-by-truck service in certain areas. I believe that a more extensive use of trucks should be closely examined by the Department. For that reason, I am calling your membership's recommendations to the attention of the Postmaster General and to that of my colleagues who serve on the House Postoffice and Civil Service Committee for their study and consideration."

Mr. Caminiti also received the following answer from Senator Alexander Wiley of Wisconsin:

"I am deeply interested in the efficient and economic operations of our government, and you can be assured that I will continue my own efforts to do everything possible to cut down federal spending by modernizing the administration of the post office services."

Congressman Edmund P. Radwan of New York wrote Frank Scinta, Secretary-Treasurer of Freight Drivers, Helpers and Dockmen, Local Union No. 375, Buffalo, New York:

"I am requesting the Committee which handles these matters to furnish me with all possible data so that I can study it carefully. Although I am impressed with the well pointed argument which you set forth in behalf of your position, I will be unable to give you a commitment until such a time as I have an opportunity to study both sides of the proposition. ..."

(EDITOR'S NOTE: At this writing Congressman Radwan has not developed whether he finally reached

a conclusion in this matter although his letter was written on May 25.)

Mr. Scinta got a more forthright answer from Congressman William E. Miller of New York. Congressman Miller wrote in part:

"... It seems to me this would increase efficiency and reduce the overall cost to the federal government. I am in favor of the contents of your resolution."

Congressman John R. Pillion of New York wrote as follows to Mr. Scinta:

"You may be assured that I will be glad to support any plan utilizing the trucking industry in the hauling of the U. S. mails on equal terms with other forms of transportation."

Senate Leader William E. Knowland of California wrote Frank A. Martini, Secretary-Treasurer, Brotherhood of Teamsters and Auto Truck Drivers Local No. 70, Alameda County, California:

"... I have taken the liberty of forwarding your resolution to appropriate hands for consideration and comment and shall advise you further."

Congressman Robert J. Corbett of Pennsylvania wrote:

"... Personally, I see no reason why the trucking industry should not be recognized as prime hauler of the mail on a par with other forms of transportation. I think mail should be transported in the most economical manner consistent with proper speed."

Congressmen George Miller and Jack Shelley of California both wholeheartedly backed the entire program of the Teamsters union to speed the transportation of mails at lower cost by the use of trucks.

Nicholas Morrissey, General Organizer for the International Union, wrote from Providence, Rhode Island, that both United States Senators from that state and all of its congressional representatives had endorsed the union position.

In all the voluminous record of correspondence there is no opposition expressed. On the contrary, most of the responses received expressed warm support.

However, the next step is to renew the pressure on the new Congress which convenes in January. Action will be taken almost immediately on appropriations for fiscal 1956 and this is the time to get effective Congressional aid.

Warm German Reception



General President Dave Beck received a warm reception when he visited Tempelhof Airport in West Berlin during his August European tour. Here with the Teamster executive are, from left, Edward Cheyfitz of the International office; Johannes Behre, chairman, Berlin Transport and Public Service Employees; Ernst Scharnowski, chairman, Berlin Federation of Labor, and Henry Rutz, A. F. of L. representative in Germany.

Canada Organizing Tempo Stepped Up

(Continued from page 6)

great potential in the future justified great faith in the future of the Teamster movement in Canada.

The importance of economic and statistical data was stressed in an address by Dave Kaplan, chief economist of the International Union. He said that the keynotes of the Regina meeting seemed to be cooperation, coordination and organization, all geared to the one main objective: raising of labor standards and the creation of greater opportunities for the members of those within the Teamster jurisdiction. He pointed out that economic research can provide excellent tools for organization, negotiation and understanding, but he said this matter is a two-way street. Before information can be given out, it must be obtained. He said that the International needed to know about contracts and have copies of agreements and have information as to the number of people employed and data on the industries with which the agreements have been signed. Mr. Kaplan stressed his strong belief in the fact that the bonds between working men transcend national boundaries. He said he predicted a great era of cooperation between Teamsters of the United States and Canada.

JOB INTERRELATION

The interrelationship of truck drivers with warehouse food and processing industries was pointed out in a discussion by Lewis C. Harkins, director of the National Cannery Division. He said that in the early days it may not have been foreseen that drivers of horses would some day have to organize warehouses—and the step toward getting into the food field was a logical evolution of organizational development.

Harkins drew attention to the fact that Teamsters have a close kinship to the food and processing industries; they haul the raw materials to be canned, cooked or processed and they likewise haul away the finished product. He said the food industry

literally knows no bounds and that he would have time to cite only a few examples of Teamster work in or with the food industry. He referred specifically to a new development which is of concern to United States Teamsters—the development of canned soda pop. Canned soft drinks, he said, are being processed at low wages and the product is being delivered to wholesale groceries which is creating a situation involving not only processors, but also beverage drivers. He urged the Teamsters to look about them and note the potential of organizing food plants and processors and invited inquiries concerning ways and means which might be employed in bringing about a growth in membership in the food field.

STRESSES PERSONAL CONTACTS

When "Casey" Dodds spoke, he commented on the importance of personal contacts among Teamsters and said these contacts should be greatly expanded. He told of some organizing fights and experiences in Canada and reminded the delegates that District 50 is moving in on the Canadian construction field and he said that Teamsters must work with the building trades in order to preserve AFL gains.

When Harry Bonnell, organizer for Western Canada, spoke, he said that he realized from first-hand experience the value of close cooperation with area conferences. He said that in British Columbia from whence he came Teamsters worked closely with the Western Conference of Teamsters—and he pointed out

that in British Columbia he had organized the largest construction local on the Pacific Coast—including those in the U. S. A. Mr. Bonnell said that just as Canadian locals will gain from association with the conferences, he thought that the conference set-ups would gain through close cooperation with the Canadian locals.

URGES COOPERATION

Reginald Atkinson, Local 31 and a leading Canadian Teamster, said that he associated himself with the view that close cooperation and coordination in Canada is imperative. He said advances could come only through cooperation and working together.

Following the speeches by those called upon by Chairman Flynn, discussion of Teamster topics ranged over a wide field. Of special interest were such questions as the owner-operator, problems in the dairy industry, the gypsy operator, Federal and provincial legislation. Canadian Teamsters were not reluctant to bring up questions which appeared to bother them and the answers, when available, were readily given by the visiting officials.

After the session was concluded, the Coordinating Committee set up and a long-term program launched, Chairman Flynn said, "This conference is a real step forward in the history of the Teamsters. This is the beginning of what we are all certain will be a successful program of cooperation and organization—we feel that Canadian Teamsters made history in Regina this week."

T-H Oppression Gains Momentum

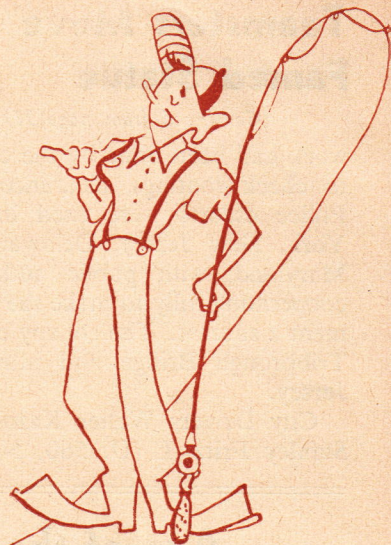
(Continued from page 22)

Many of their suggested amendments to the language of the law have been carried out by the National Labor Relations Board by the simple process of reversing past decisions and changing interpretations. But perhaps it might be well for these employer groups, as well as the National Labor Relations Board, to take a long second look at what is going on before it is too late.

For labor's loss of confidence in the National Labor Relations Board can be the only result. And if we are a nation dedicated to the belief that free trade unions ought to have the right to bargain collectively with employers, then such a loss of confidence in a federal agency and the law under which it operates can be a bad thing for the country, the worker and big business.



A large group of contestants gathered for the weigh-in at the annual J. C. 28 Salmon Derby. Catch was not up to other years, officials said.



TEAMSTERS'

Salmon Derby

LURES HUNDREDS



THE 11th annual J. C. 28 Salmon Derby held late in August saw a very large turnout of 1,400 Teamsters and their guests, but only 66 fish were snared and they were much smaller than in other years.

A guest, John Potts, took the top prize of a 16-foot Reinell boat, boat trailer and 10-h.p. motor with a 14-pound 4-ounce King. Second

prize went to Don Armeni, long-time Local 174 member now serving as a King County deputy sheriff. His catch was only two ounces lighter than the winner and he was rewarded with a refrigerator.

Derby Manager John Gentile was pleased with the turnout and the enthusiasm of the entrants, but disappointed with the number and size of the catches. Winners in the past have ranged up to 34 pounds.

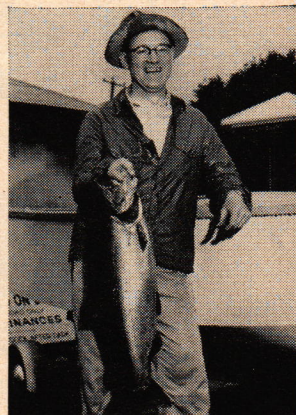
Half of the contestants who caught fish won prizes as 33 awards were presented after the weigh-in. Prizes

ranged down to three swivel chairs with such tokens as a television set going for a 4-pound 7-ounce salmon. The fishing was confined to Elliott Bay and Salmon Bay, Seattle.

A heavy rain earlier in the week was blamed for chasing the fish out of the bay to small creeks just before the Derby. Brother Gentile, who has managed the Salmon Derby in each year since it was inaugurated, called the effort a success even though the catch was meager because everyone who attended seemed to enjoy himself.

Boats of every description took Teamsters to their favorite spot, but only 66 fish were taken by some 1,400 contestants.

Winner, with a 14-pound, 4-ounce King, was a guest, John Potts. He won a boat, trailer and motor for the catch.



Teamsters Move Famed Statue

(Continued from page 17)

work had been done by the carriers to check routings, clearances, etc. Police escorts were used in New York, New Jersey, Delaware and Maryland, with public authorities cooperating fully to make the movement a success. The convoy crossed Triborough Bridge and into New Jersey.

City Drivers Walter Kazula and Stanley Fritz, L. U. 560, Newark,

N. J., were the city drivers who took the Cowan units from the foundry to be picked up by road drivers. Hoffman's drivers included Nelson Tosi, who drove the low-boy from Brooklyn to Elizabeth, where it was picked up by Frank Schaafsma, both of Local 478, Newark, N. J. The Hoffman driver manned the low-boy all the way into Arlington.

The first leg of the journey was a 16½-hour hitch from Brooklyn to Baltimore, arriving at the latter city at 10:15 p. m. The convoy remained in Baltimore overnight at Cowan's and took off the next

morning, September 3, for the final destination, making the Baltimore-Arlington stretch in little over two hours.

Flatbed trucks, after being picked up from the city drivers following the bridge crossing between New York and New Jersey, were driven to Washington by Edward Mallon and John Baumgartner. This was the longest stretch of the journey. From Baltimore to Arlington, Drivers Ray Myers and Walter Steel drove the flatbeds. All Cowan drivers are members of Local Union 557.

The hauling job was far from routine. The statue group, in three major sections, represented an estimated value in excess of \$850,000. Insurance for the trip totaled \$1.5 million, according to one official. Of this, \$600,000 was written by Lloyds of London.

OVERHEAD HAZARDS

Underpasses requiring close clearances and overhead wires were the most serious headaches encountered by the drivers. Driver Tosi, after his driving chore was over, turned to and acted as an escort with a state trooper part of the way since the trooper was not too familiar with the territory.

A 50-mile detour was necessary in order to clear an underpass in New Jersey. The drivers used great care lest the statue units be damaged in transit. As the result of the skill and care, no piece of the huge group suffered a single scratch. The drivers were as solicitous of their unusual charge as was the sculptor, who made the trip with the convoy.

Figures released by the Marine Corps indicate the magnitude of the Teamster task. The overall height of the memorial will be 110 feet and the over-all weight 100 tons. The men in the group will measure 32 feet and the M-1 rifle shown 16 feet. The canteen will have a "capacity" of 32 quarts and the combat knife is 5½ feet long.

Carriers and drivers worked closely with public officials to assure safe passage. W. A. H. Hoffman of Bellville, N. J., worked with Cowan personnel which included J. W. Stevens, supervisor, William Burns at the loading and Sam Young and James Guthrie at the unloading site.

Age of the Mechanical Monster

(Continued from page 19)

A few years ago the large Land O'Lakes Creameries tried a roadside milk-vending machine, which it dubbed "Maisie the Mechanical Cow."

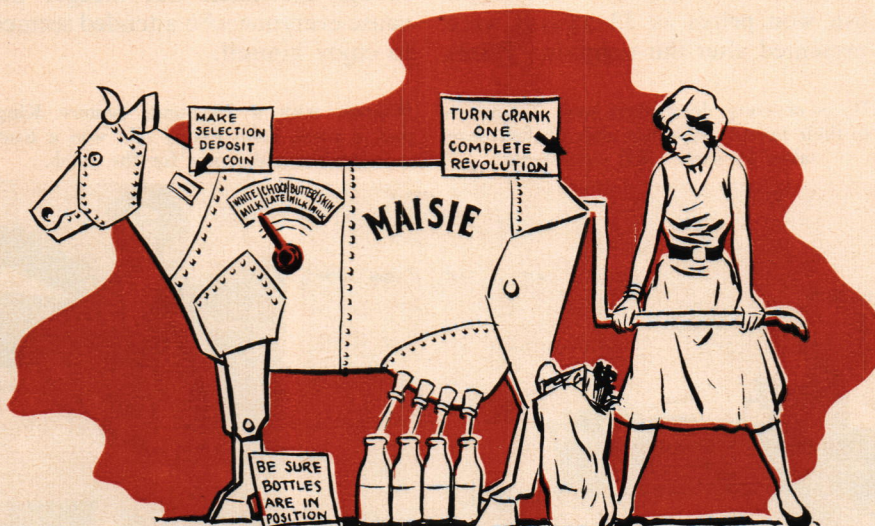
Since retail stores, jobbers, and home delivery routes were eliminated, the creamery was able to sell the milk at two cents less per quart and still make a larger profit. Favorable public response overrode all expectations.

Land O'Lakes now has 30 Maisies, and does 21 per cent of its total milk distribution through them. It is highly probable that other dairies will soon engage in a full-scale development of this favorable distribution scheme, and the first to feel the drastic economic change will be the present milk-delivery Teamster.

The end of the distribution revolution is not yet in sight. What effect future scientific developments in improved food processing and merchandising will have on the delivery picture one can only guess.

But the revolution has started. Like all economic revolutions it is not an overnight process. It has its supporters—the frozen food producers, the concentrate equipment manufacturers, and the automatic vending machine operators. And it has its opponents—the fresh commodity merchants and retail store owners. Delivery methods fluctuate rapidly as these titans of the American food industry play tug-of-war with the distribution picture.

The man in the middle is a Teamster.



Maisie the Mechanical Cow was Land O'Lakes Creamery's contribution to the vending machine mania. Maisie saves moo-la for consumers by cutting down distribution costs.

WHAT'S NEW?

Tool Reconditions Connecting Rods

The reconditioning of the large ends of automotive and industrial engine connecting rods is the province of a compact apparatus from Livermore, Calif. With it the surface of the rod and cap is ground off at the parting line. Original factory standard size is then obtained by honing out of a bar straight and round. A precision clamp holds the rod and cap while the grinding is done on a cup wheel and a wedge device controls stock removal to .001. Infinite adjustability through a range of ½ inch for honing of bores is available through a unique four-bladed hone. A spool inside the hone carries the honing material—a special abrasive cloth—and a range of from 2 to 3½ inches is given by the three sets of hone blades which come with the machine.

Spray-Canned Inks For Leased Equipment

A quick way for marking a trucker's name, permit number, etc., on a temporary sign to be attached to leased equipment is offered by a new line of stencil inks packaged in spray cans. Available in white, black, yellow, green, blue, orange and red, the inks, which are waterproof, weatherproof and oilproof, dry almost instantly and can be removed with alcohol, lacquer thinner or toluol. These inks offer an efficient way for truckers to comply with ICC and state regulations calling for a permanent type of marking on leased equipment.

Three Versions of Heavy-Duty Muffler

Heavy duty, heavy gauge, all-welded steel units comprise the new complete line of mufflers and accessories from a Pennsylvania firm. These heavy-duty installations, designed for buses and trucks with gasoline, diesel or LP gas engines, are available in three basic types—the "Power Guard," "Sound Sentry" and "Diesel" muffler. Optimum volumetric ratios between engine and muffler as well as ideal cross sectional ratios between exhaust pipe size and muffler diameters are the goals for which this line was designed, engineered and specified.

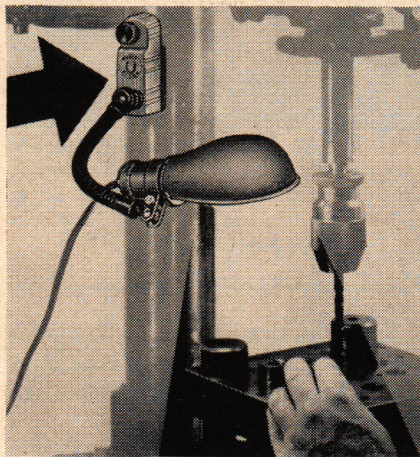
Truck Decals In Nine Colors

A Detroit firm is offering a standard line of truck sign transfers or will quote prices on special designs if the buyer prefers. The standard letters, available in white, black, red, yellow, green, orange, blue, silver and gold, come in sizes of 18 by 28 inches or 6 by 28 inches, and transfer numerals 4 inches high of silver centers outlined in black can also be ordered.

Portable, Magnetic Base Lighting Unit

A portable, heavy-duty, magnetic base lighting unit has been announced from Chicago.

Capable of throwing a powerful beam of light from any angle, the unit will hold any standard light bulb up to 100



watts and operates on 110 volts, AC or DC. Eight feet of oil-resistant cord with plug-in is included.

A sure-grip, magnetic, non-breakable plastic base permits instant mounting on any metal surface down to ¾ inch in diameter with a grip of 125 pounds in pull that will not shift under vibration. A fool-proof, jack-type release and positioning screw enables the user to change the unit from one position to another, quickly and easily.

Special Packaging Of Cleaning Compounds

A series of cleaning compounds in three degrees of strength is being packaged in polyethylene-protected, heat-sealed, waterproof, five-pound containers in Los Angeles.

The first of these is a heavy-duty steam cleaning compound designed to cope with your really tough steam-cleaning chores. The second, formulated for all-around, all-purpose use, is a light- to medium-duty steam cleaning material. A non-hazardous, easy-to-use material for bleaching and removing grease and oil

from concrete floors completes this efficient trio. Spillage of material is eliminated by the use of the five-pound package, a measurable unit of the charge size.

New Feature of Fifth Wheel Assembly

A locking device containing only two moving parts is the main feature of the new semi-automatic fifth wheel currently being marketed. This device is said to eliminate slack while at the same time always allowing free and easy movement around the pin and constant take up without binding. Accidental uncoupling of the wheel and dropping of the loaded trailer is prevented, says the distributor, by a double safety catch in the handle, which is accessible for side operation.

Only at the time of unlocking is it necessary to move this handle. When the lever is pulled the tractor disconnects from the kingpin and the lever then automatically sets itself for the next coupling. It automatically falls into a locked position when the tractor is backed into the kingpin. The entire unit weighs .275 pounds.

Rope Ratchet Holds Tarpaulin Taut

The maintenance of a tight rope over the spreader bars of the roofless trailers, made possible through a ridge rope ratchet mounted on the center of the trailer nose, prevents cargo-damaging water pockets in the tarpaulin. A special mounting block is available for use with the ratchet that mounts the rope which stretches from the rear door frame and across the spreader bars.

Floor Absorbent Is Dustless, Versatile

Dustless and clean and adaptable as a sweeping compound is an oil, water, grease and acid floor absorbent from Grand Rapids. Packaged in ready-to-use 1½-cubic-foot bags, this calcined aluminum silica will, according to the distributor's claims, absorb free-flowing liquids in 10 to 15 seconds.

New Clamp Sets Prevent Distortion

Simplified repair of body panels is offered by a new line of sheet metal clamps and tension plates from Flint. Adaptable to any condition, the clamps attach to any edge, and the tension plates solder onto any surface. Force application from any angle is permitted by the swivel tubular bracket and distortion at any point of attachment is eliminated by the new design.

TEAMSTER TOPICS

Hanna, Griffin To Israel

Phil Hanna and William M. Griffin, top union officials, departed for Israel August 15 for an 11-day tour of the Holy Land as guests of Histadrut, Israel's Federation of Labor.

Hanna is secretary-treasurer of the Ohio State Federation of Labor and was Assistant Secretary of Labor in the Cabinet of President Harry S. Truman. Griffin is chairman of the National Miscellaneous Conference Department of International Brotherhood of Teamsters, and vice president of the AFL Council in Seattle, Wash.

Both men were members of a six-man party of top regional AFL and CIO leaders who flew by Israel National Airlines on a trip co-sponsored by the American Palestine Christian Committee and the Histadrut.

Party members also conferred with top Israeli officials as well as Histadrut leaders. They studied Israel's labor practices and labor-management relations.

Local 95 A Life Saver

The life of Louis Spaay, a member of Teamsters Local 95, Kenosha, Wis., was saved recently by a pneuator given the sheriff's department by the local.

A pneuator is a respiration-assisting device of the latest design, permitting the administration of life-preserving oxygen even to an unconscious person. If necessary, the instrument can be used to breathe for a patient unable to breathe for himself.

The idea to purchase a pneuator for Kenosha county by the members of Local 95 began in 1953 when the sheriff's department bought one of the machines. The county needed two, but they were so costly that only one could be bought.

The second was purchased by Local 95, enabling two squads to be equipped with the units.



WILLIAM M. GRIFFIN (center) receives a copy of the Bible from Rabbi Charles E. Shulman (right) before setting out on an 11-day tour of Israel. Gregory Bardacke (left) saw the group off.

Since purchase of the two wonder machines, they have been kept busy saving the lives of residents of Kenosha county.

All Teamsters can be justly proud of the generosity and humanitarianism of Local 95.

Annual B. C. "Rodeo"

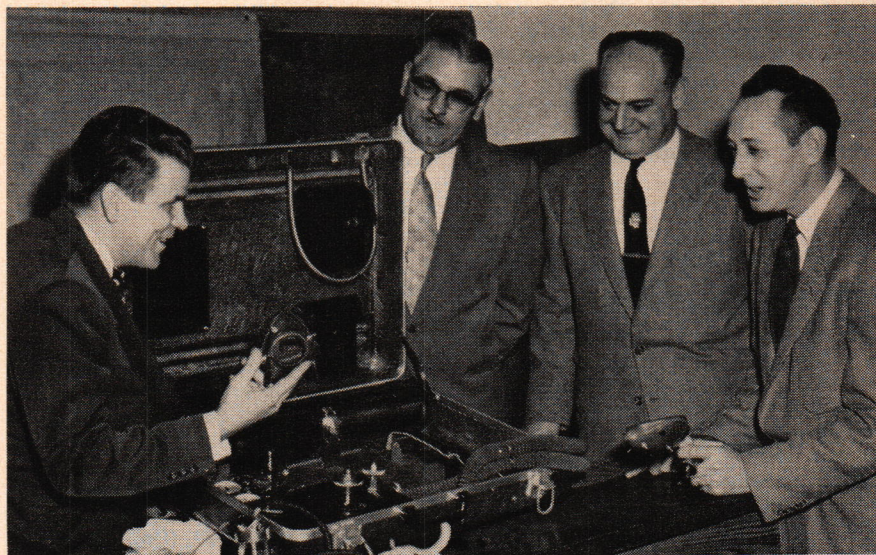
Members of AFL-TLC truck drivers' unions are getting set for the top trucking event of the year—The British Columbia Truck Rodeo.

The Rodeo, a contest of driving skill open to all drivers possessing a one-year accident-free record, was first held in B. C. in 1950. Each year the event has grown in scope and last year's Rodeo was the largest held in Canada, drawing over 100 top "knights of the road."

Top drivers in the three classes of competition—the straight truck, the single axle semi-trailer and the dual axle semi-trailer—win trips to Toronto to compete in the Canadian Rodeo finals.

Last year, for the first time, a B. C. driver, George McNabb, of the Mainland Transfer, a member of Teamsters Local 31, Vancouver, B. C., won the Canadian Straight Truck Championship with a record score.

The Rodeo is the trucking industry's sole accident prevention medium. It pays tribute to the men



SHERIFF MARSHALL SIMONSEN, Kenosha, Wis., examines a new life-saving pneuator donated to his department by members of Teamsters Local 95 of Kenosha. Others (left to right) are: Walter Guenther, Motor Transport Company; E. J. Robillard, secretary-treasurer, Local 95, and Bert Riel of Yule Truck Lines.

who pilot commercial vehicles on crowded streets and the highways. It serves to remind the general public that truck drivers are professional drivers, men who are skilled in their work—artisans who contribute much to the welfare of their communities.

Teamsters Offer Reward

Teamster Local 657, San Antonio, Tex., is offering a \$500 reward for the arrest and conviction of those responsible for the attempted bombing of a picketed warehouse in that Texas city.

R. C. Shafer, business manager of Local 657, posted the reward on behalf of the union.

Shafer stated, "We know that neither the union nor any of its members had anything to do with this crude attempt to create an atmosphere of violence in connection with our picketing of the Austin Fireproof Warehouse Company. We know that violence in connection with a strike invariably reacts against the union and we have repeatedly advised our pickets not to resort to violence under any circumstances."

Truckers' School

An experiment of great potential value to the Teamster movement as well as the American trucking industry, bore fruit in Bedford, Pa., last month as 22 young men were graduated from the Bedford Motor Transport Driving Training Program. It was the first class to be graduated from the truckers' school—probably the first of its kind in the world.

The graduates, who received their Certificates of Accomplishment marking the successful completion of 200 hours of classroom and road training, heard state and local officials call trucking—already Bedford County's largest industry—the answer to many of the county's employment problems.

A trail-blazing experiment in providing permanent and high-paying employment for its unemployed, Bedford County's imaginative job training program is keyed to the challenge offered by the trucking industry to thousands of young men the nation over.

Ready for Pistol Competition



Aside from regular Teamster activity, Teamster Local 923, Oakland, Calif., boasts a prize competition pistol team composed of 41 active and 37 associate members.

Presently preparing for competition with pistol groups from other parts of the country, Local 923's pistol team is spending much time on the range, practicing and sharp-

ening keen eyes and steady grips.

Accredited with national pistol associations, the team is expected to make an excellent showing.

Officers recently elected to guide the team include: Leonard A. Hoyt, executive officer; Earl Fireoved, chief instructor; Virgil E. Bacus, secretary; Walter B. Bass, treasurer, and William Roberts, armorer.

The novel graduation ceremonies even included the awarding of an "Oscar," in the form of a miniature tractor-trailer. Recipient of the award, made by C. E. Stutzman, business manager of Teamsters Local 453, was Robert W. Diehl, top ranking trainee in the group.

Immediately following their graduation ceremonies at Bedford High School, the future truckers began the second phase of their new careers—reporting for job interviews with personnel officers of local trucking concerns. While the training program carries no automatic job guarantee, speakers at the graduation ceremonies expressed confidence that employment would be forthcoming to the group.

The result of 11 months of intensive planning, the school, both in its classroom and behind-the-wheel instruction, follows educational procedures used in the best-run schools. Pennsylvania Department of Public Instruction officials inspected the program and voiced

gratification at the way it was run.

For the 22 men there were lectures, book work and tests each week. The trainees had the benefit of speakers who are experts on many phases of the trucking industry. Safe driving practices and rules were emphasized throughout the intensive course.

Aid and assistance, in the form of guest lecturers and loaned tractor and trailer equipment, came to the fledgling training program from all sides.

Wins Assured Wage

Teamsters Local 31, General Truck Drivers, Vancouver, B. C., has just won a guaranteed wage for each round trip from Vancouver to any point in California.

The provision is in an agreement just concluded by the local and Capital Fruit and Produce Company. The pact also includes a provision insuring that hotel accommodations will be paid by an employer after the first day on the road.

LAUGH LOAD

Public Relations

Bill Jones bought himself a new car but was quite backward in making payments to the finance company. He got so far behind that the company wrote him this sharp note: "Dear Mr. Jones: What would your neighbors think if we came to your house and repossessed your car?"

This was easy for Jones. The finance company got his reply: "Gentlemen: I took the matter up with my neighbors and to a man they thought it would be a lousy trick."

Labor-Saving

A veteran cop riding in a police car with a rookie received a call to see to a fight in a grill.

Said the veteran cop: "Drive slow and when we get there they'll be all tired out and we'll just drag them in the car."

He'll Get His

A mother was telling her 6-year-old son about the golden rule. "Always remember," she said, "that we are here to help others."

The youngster mulled this over for a minute and then asked:

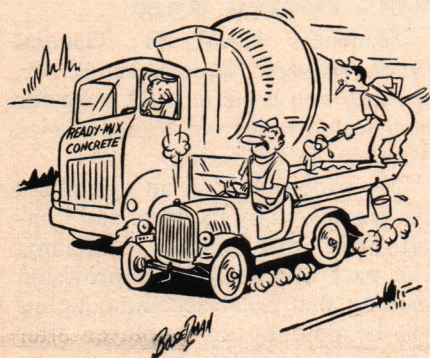
"Well, what are the others here for?"

Lacked One Thing

"Is your married life a happy one?"

"Yes, I married the woman of my dreams. She is as beautiful to me as the day I met her. Her hands are always white and soft. Her hair is never untidy, and her dresses are always the latest."

"So you don't regret it?"



"No, but I'm getting pretty tired of eating in restaurants."

Owww!

"Does this package belong to you? The name is obliterated."

"Can't be mine. My name is Smith."

All Depends

Gloria: "Was your uncle's mind vigorous and sane to the last?"

Harold: "I don't know. The will won't be read until tomorrow."

Worldly Wise

A witness was about to give testimony in court, and as he did not appear to be any too bright, the judge thought it best to impress on him the solemnity of the proceedings. "Do you know what it means when you take that oath?" he inquired.

"I certainly do," replied the witness with assurance. "That oath means that if I swear a lie I've got to stick to it, no matter what."

In a Walk

A decrepit horse was being offered to the highest bidder. An old farmer watched as a young man in riding breeches bid for the animal. When the sale was completed, he turned to the young fellow:

"Tell me," he said, "what on earth are you going to do with that nag?"

"Oh," replied the cocky young sportsman. "I'm going to race him."

The farmer took a second look at the animal. "Well, you'll win," he said.

More Private

Customer: "Could I try on that suit in the window?"

Clerk: "We'd rather you'd use the dressing room."

Takes One to Know One

If Scotchmen are known for their thriftiness, they should also get credit for some nimble thinking, as this story

shows. It's about a wire sent by one of the clan to a relative in another city. The telegram read:

"Bruises hurt erased afford erected analysis hurt too infectious dead." It was Greek to the operator, but Angus readily translated: "Bruce is hurt. He raced a Ford. He wrecked it and Alice is hurt, too. In fact, she's dead."

That's Thrift!

"Stand behind your lover, false woman," thundered the Scotsman, "I'm going to shoot you both."

Defined

Teacher: "Can anyone tell me what is meant by the expression, 'A skeleton in the cupboard?'"

Willie: "Yes, sir, a chicken after the second day's dinner."

Where Else?

Wife (on the phone): "Darling, I'm afraid your dinner will be a little burned tonight!"

Husband: "Don't tell me they had a fire at the delicatessen!"

Compensation

"It is said that the advent of the auto has increased profanity at least 50%."

"Maybe, but think how it has cut down horse stealing."

Which Is Chocolate?

"How many kinds of milk are there?"

"Why, there's condensed milk and evaporated milk and—but why do you ask?"

"Well, I was drawing a picture of a cow and I want to know how many faucets to put on her."

Candlesticks Also

"I see you have a room for rent. How much do you want for it, including the use of your piano?"

"I won't be able to tell you until after I hear you play."

That's Different

Judge—Are you ready for the trial?

X—Yas suh.

Judge—Haven't you a lawyer to represent you?

X—No, suh. I thought that I would tell the truth.

FIFTY YEARS AGO in our Magazine

(From *Teamster's Magazine*, October, 1904)

PICTORIAL FEATURE

A new pictorial feature destined for future issues of the official magazine was described in detail in the pages of the publication back in October, 1904.

Plans called for the publishing, each month, of a picture of a different type of wagon used by Teamsters in various cities throughout the country. The story pointed out that, "to the man not accustomed to visiting the different sections of the country, the differing types of wagons used and the mode of transportation across the country are interesting."

The truck wagons used in San Francisco, so the article pointed out, "are entirely different from those used in Chicago and the Middle Western country and are altogether different from those used in New York City."

Construction features of the various types of vehicles were to be shown Teamster readers.

LABOR AND THE BALLOT—1904

A quotation from Samuel Gompers, founder of the American Federation of Labor and a giant of the early days of the Labor Movement in the United States, contained in the October, 1904, edition of the magazine, seemed to us to draw a strong parallel between Labor's sufferings and strivings of that bygone day and the present.

According to Mr. Gompers, "It is hard work to establish a new political party in the United States, but it is not so hard to convince the intelligent workmen who believe in popular government, in majority rule, in legislation for the many rather than for the few, that no man

should be elected to Congress or to any state legislature unless he is willing to indorse in unequivocal terms the referendum, trial by jury and the eight-hour day."

A striking parallel to Labor's hard-won gains which are at stake and everywhere under fire today.

A GREAT DAILY ON UNIONS

From the "Chicago Inter Ocean," a major daily newspaper of the day, as printed in the October, 1904, official magazine: "The cost of labor is one of the principal items that enter into competition between business men. No one can deny this. Then is it not a decided advantage to deal with an organization of labor that guarantees to the business man that his competitor is paying the same wages that he does? And, besides, there is not a union in existence which places minimum wages above what a man can afford to support a man comfortably. Union wages are always reasonable wages. Employers of labor who object to the strictly union shops do so simply because union regulations require a standard of justice to the workmen that most employers want to violate in the interests of profit."

HORSE SAVED 6,000 LIVES

The official magazine for October, 1904, carried in its pages the following article discussing the role played by the horse in the conquest of diphtheria. How similar it is to stories of the present day, stories dealing with man's endeavors to stamp out cancer, polio and the other biological killers.

Far from Nepera, quietly munching her oats in the stable of the largest biological laboratory on earth, stood a gentle white mare, unmindful of the fact that a miracle had been worked through her, or what would have been regarded as one in the days of old. She had saved the lives of 6,000 disease-stricken children since she had entered the mammoth establishment that had been her home during the past two years and would soon be retired to the country to recover from the debilitating effect of the repeated bloodletting to which she had been subjected in the interest of humanity.

The substance obtained from her blood that counteracted the diphtheria toxin, or poison, was prepared by a method consisting of a number of steps. The horse is immune to diphtheria by nature and this immunity is greatly increased



by the treatment to which he is subjected. Hence, scientists agreed upon the horse as the most suitable animal for the production of anti-diphtheritic serum. He stands the injection of the diphtheria toxin without any apparent discomfort and furnishes great amounts of serum from time to time.

The horses selected for the purpose were all between four and six years old when purchased and perfectly healthy. Wholesome food was of the utmost importance to the proper execution of the immunizing process. The more invigorating the diet, the greater is the animal's tolerance of the diphtheria poison or toxin and the more potent the serum it eventually produces. The horses were carefully groomed and exercised every day.

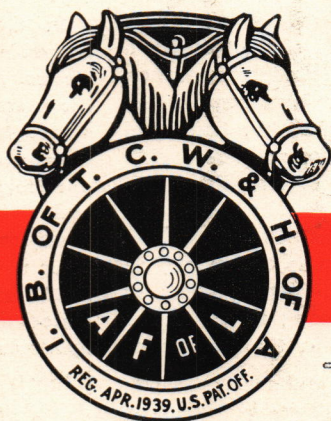
In the establishment sheltering the horses, large sunny paddocks adjoined the stables, giving the animals ample room for exercise; on stormy days a covered space, sufficient for sixty horses at a time, was used for this purpose. The operating room was a light, airy, aseptic and spacious chamber. The cement floors and painted and varnished brick walls were readily and thoroughly sterilized with carbolic acid solution. Heavy, close-fitting double doors rendered this apartment practically air-tight and germ-proof.



Remind Your Wife!



STRESS the importance of shopping where purchases are UNION-DELIVERED and see that they are delivered. Why should your wife carry them around with her, chancing loss and breakage? Fellow-Teamsters will provide prompt, careful delivery. The same goes for you . . . always say "Deliver it!"



HAVE IT DELIVERED